

THIRTY DOLLARS  
PER ANNUM.

## Mails

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

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## Intimations.

**PYROLA,  
PYROLA,  
PYROLA.**

**A  
PERFUME  
OF  
EXQUISITE  
FRAGRANCE.**

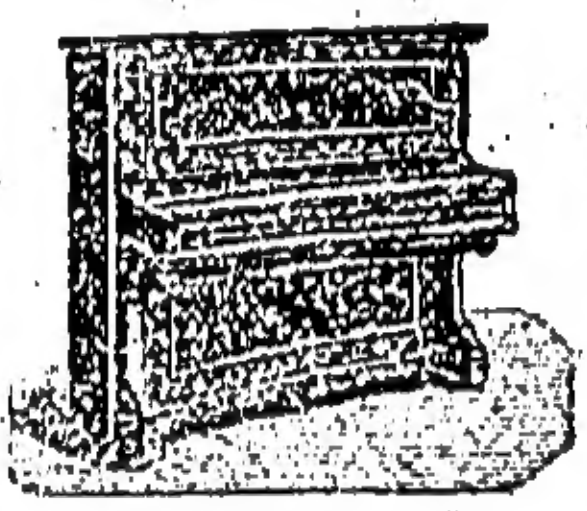
**WATKINS,  
LIMITED.**

*Chemists and Perfumers.*

No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

**THE  
ROBINSON  
PIANO CO., LIMITED.**



**BEST VALUE IN  
PIANOS.  
MONTHLY PAYMENT  
SYSTEM.**

Hongkong, 19th August, 1901. [751c]

**KELLY & WALSH, LTD.**

**LATEST COLONIAL LIBRARY \$1.50 EACH.**

John Topp, Pirate, by Weatherby Chesney.  
Mountains of Necessity, by Hester White.  
Forest Folk, by James Prior.  
The Death of the Gods, by Dimitri Merejkowski.  
The Octopus, by Frank Norris.  
On the Other Side of the Latch, by Saint Jean-  
nette Duncan.  
Marrables' Magnificent Idea, by H. Constable.  
The Snares of the World, by Hamilton White.  
The Master Sinner, by a Well Known Author.  
Great Battle of the World, by Stephen Crane.  
Severance, by Thomas Cobb.  
Hongkong, 22nd October, 1901. [690c]

**WILLIAM POWELL, LIMITED.**

**WINTER GOODS NOW IN STOCK.**

**JACKETS, MANTLES, MILLINERY, SHOES  
for Evening Wear, CHILDRENS' JACKETS,  
HOSIERY GLOVES, etc., etc.**

101c

**WILLIAM POWELL, LIMITED.**

**A. CHEE & Co.**

17A, Queen's Road, Central.  
ESTABLISHED 1859.

**FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;**

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

**THE  
ROBINSON PIANO COMPANY, LIMITED.**



**BANJOS, MANDOLINES  
AND GUITARS,**

**COST PRICE**

**TO CLEAR PRESENT STOCK.**

Hongkong, 3rd October, 1901. [953c]

Co-day's  
Advertisements.

**JUST OPENED**

**AND  
NOW FOR SALE.**

A MAGNIFICENT and well assorted ship-  
ment of **BON BONS and CRACKERS**  
of latest designs and descriptions.  
10% Discount for Cash.  
Inspection earnestly solicited.

H. RUTTONJEE,

No. 5, D'Agular Street,

and

No. 39, and 40, Elgin Road,

Kowloon.

Hongkong, 26th October, 1901. [1145c]

**THE ETHIOPIAN MINSTREL TROUPE**

will make their

**FIRST PUBLIC APPEARANCE**

at the

**KOWLOON INSTITUTE,**

on

**TUESDAY, the 29th October, 1901.**

Under the distinguished Patronage of

Commodore F. POWELL, C.B.

**EXCELLENT PROGRAMME**

comprising

**COON SONGS, COMIC SONGS and DANCES**

concluding with "Grand Tableau."

**ADMISSION FREE.**

Hongkong, 26th October, 1901.

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamship**

**"PARRAMATTA,"**

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From London, &c., *ex S.S. Ocean*.

From Persia, Gulf, *ex B.I.S.N. and B. & P.*

S. N. Co's Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

2 P.M. TO-DAY.

Goods not cleared by the 2nd November, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage obtained

from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 26th October, 1901. [5]

Co-day's  
Advertisements.

**VICTORIA PRECEPTORY.**

A REGULAR MEETING of the VIC-  
TORIA PRECEPTORY will be held  
at the FREEMASONS' HALL, on THURSDAY,  
the 31st instant, at 8.30 for 9 P.M. precisely.  
Visiting Sir Knights are cordially invited to  
attend.  
Hongkong, 26th October, 1901. [1158c]

**ZETLAND LODGE.**  
No. 525, E.C.

A REGULAR MEETING of the above  
LODGE will be held at the FREEMASONS'  
HALL, Zetland Street, on FRIDAY,  
the 1st November, at 8.30 for 9 P.M. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 26th October, 1901. [1159c]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

**"HAITAN."**

Captain Roach, will be despatched for the

above Ports, on TUESDAY, the 29th instant,

at Daylight.

For Freight or Passage, apply to

**DOUGLAS LARRAIK & Co.,**

General Managers.

Hongkong, 26th October, 1901. [1157c]

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

FOR MANILA VIA AMOY.

THE Company's Steamship

**"YUENSANG."**

Captain Rolfe, will be despatched as above

on TUESDAY, the 29th instant, at 4 P.M.

This Steamer has Superior Accommodation

for First class Passengers, is fitted throughout

with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

**JARDINE, MATHESON & Co.,**

General Managers.

Hongkong, 26th October, 1901. [1160c]

**THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.**

FOR MANILA.

THE Company's Steamship

**"DIAMANTE."**

Captain J. Rattenbury, will be despatched as

above on WEDNESDAY, the 30th instant, at

5 P.M.

The Attention of Passengers is directed to

the Excellent Accommodation provided by this

Steamer. She is fitted throughout with Electric

Light.

For Freight or Passage, apply to

**SHEWAN, TOMES & Co.,**

General Managers.

Hongkong, 26th October, 1901. [1161c]

**IMPERIAL GERMAN MAIL LINE.**

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

**"BAYERN."**

of the NORDDEUTSCHER LLOYD.

Captain H. Bleeker, due here with the out-  
ward German Mail about WEDNESDAY, the

30th instant, will leave for the above Places about

24 hours after arrival.

**NORDDEUTSCHER LLOYD.**

For further Particulars, apply to

**MELCHERS & CO.,**

Agents.

Hongkong, 26th October, 1901. [1162c]

**SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.**

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

**"ADANA."**

will be despatched for the above Port on or

about the 5th November.

To be followed by the Steamship

**"ASAMA."**

on or about 15th December.

And by the Steamship

**"ACARA."**

on or about 21st December.

For Freight, apply to

**SHEWAN, TOMES & Co.,**

Agents.

Hongkong, 26th October, 1901. [1163c]

**THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS).

THE Steamship

**"COROMANDEL."**

Captain F. W. Vibert, R.N.R., carrying His

Majesty's Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 9th November,

at Noon, taking Passengers and Cargo for the

above Ports.

Silk and Valuables, all Cargo for France

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay with Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars, apply to

**H. A. RITCHIE,**

Superintendent.

Hongkong, 26th October, 1901. [1164c]

## Intimation.

**A. S. WATSON & Co.,  
LIMITED.**

**WINE AND SPIRIT MERCHANTS.**

ESTABLISHED A.D. 1841.

**SHERRY.**

**A.—SUPERIOR PALE DRY.**

Dinner wine, Green Seal Cap-  
sule - - - - - \$10.80

**C.—MANZANILLA, PALE**

**NATURAL SHERRY, White**

**Capsule - - - - - 12.00**

**CC.—SUPERIOR OLD PALE**

**DRY, NATURAL SHERRY, Red**

**Seal Capsule - - - - - 12.00**

**D.—VERY SUPERIOR OLD**

**PALE DRY, choice old wine,**

**White Seal Capsule - - - - - 14.40**

**E.—EXTRA SUPERIOR OLD**

**PALE DRY, very finest quality,**

**Black Seal Capsule (Old**

**Bottled) - - - - - 20.40**

In addition to wines of our own

bottling, the following brands, bot-  
tled in Europe, have been specially

selected, and procured from the cele-  
brated firm of Messrs. GEO. G.

**SANDEMAN, SONS & Co., of Lon-**

**don and Oporto, for whom we have**

been appointed Sole Agents.

Per Case 1 dozen.

**LIGHT DRY - - - - - \$17.00**

**SOLEA - - - - - 25.00**

**VERY PALE DRY - - - - - 25.00**

**FULL GOLDEN - - - - - 30.00**

**PALE DRY NUTTY - - - - - 32.00**

**FINE OLD BROWN - - - - - 42.00**

**A. S. WATSON & CO. LIMITED.**

**THE HONGKONG DISPENSARY.**

**MARRIAGE.**

At Glasgow, Sept. 23rd, A. H. McDIARMID,

to KATHERINE DORA, youngest daughter of

the late James Aitken, of Glasgow and China.

**DEATHS.**

LEMM.—On the 1st September, at her Resi-  
dence, Hombly, Sydney, the dearly beloved

wife of JOHN LEMM, F.R.A.S., architect, Hong-

kong, and second youngest daughter of the

late George Wrydale, Esq., of Milson's Point,

Sydney, aged 30 years. [1165c]

At the Peak Hospital, on the 26th instant,

JAMES McWILLIAMS, aged 62 years. [1166c]

At Christchurch, Hants, Sept. 22nd, ANNA

SUSANNA, widow of J. D. Gibb, aged 64.

At 17, Queen Anne's-gate, Sept. 23rd, NANCY

BARRINGTON, infant daughter of Mr. and Mrs.

Keswick, of Eastwick-park, Leatherhead.

At the Seamen's Hospital, Albert Docks

Sept. 24th, J. H. McCLOSKEY, F.R.C.S., late

Colonial Surgeon of Province Wellesley, Straits,

aged 66. [1167c]

**The Hongkong Telegraph**



## THE VOLUNTEER PIONERO.

Yesterday evening at the Volunteer Encampment there was arranged another of those serious items of camp life so essential to the proper training of the amateur soldier in Hongkong we refer to the visit of His Excellency Sir Henry Blake to take dinner with the officers. His Excellency on landing was received in the proper manner and conducted round the lines. He could not help but remark on the neat appearance of the tents (the boys had been hard at work) and the soldierly aspect of the men (the canteen was empty). But to the onlooker there had fallen a gloom over the camp. There was a sense of depression and the lively souls who had kept their spirits up during the week, succumbed, when the social barometer fell to 28.40. The amount of discipline evident was appalling and the heart of the bravest fell under a weight of respectability. The Governor was entertained at dinner and seemed to heartily enjoy his night off, but things were not what they were in the large unwatched, there was no concert, and how can a man be trained and thoroughly understand the duties of a "defender of the Empire" (we have purchased the rights of this expression) without concerts. The camp finishes on Sunday and there is no time to lose. There will be a grand drill to-night after dinner and a field day in the afternoon in the shape of a football match followed by the grand finale in the evening, when all branches of the troops and their friends will be represented. There was a slight contretemps last night owing to the absence of a bugler but these will not be possible in future as, we hear, that any men likely to be wanted for duty will be fastened with a patent log line to head quarters and when required, simply wound in with a winch.

## THE R. M. S. "PARRAMATTA."

## A ROUGH PASSAGE.

When the English mail is late one may be quite certain that something out of the common has happened, for the P. & O. boats are usually so clock-like in their regularity that one knows to a few minutes when to expect them. Therefore when four o'clock came yesterday and the *Parramatta* wasn't even signalled, people said she had got a quaking and was delayed by the typhoon. So she was. At 4 a.m. on the 24th she encountered a strong N. by W. wind, barometer 29.84 and falling, the sea running high and heavy squalls. By eight o'clock the barometer had dropped to 29.72, the wind increasing to a fresh gale. At noon it was blowing a gale from the N.N.E., with thick heavy rain squalls and a very high sea. At 4 p.m. the barometer had dropped to 29.67, wind and sea increasing, and by eight o'clock the squalls were furious. Then however, the barometer commenced to climb up again and matters improved until port was reached. The *Parramatta* evidently struck the edge of the typhoon, but, in spite of the heavy sea, came through it with the loss of the proverbial rope-yarn. Her passengers had a rather unpleasant time, having to be battered down, and a good deal of water was taken on deck, but otherwise the ship plodded steadily along as though such things as typhoons didn't exist. It takes some very heavy weather to stop the English mails, as we have seen on several occasions at this time of year.

## WISE AND OTHERWISE.

I see there is another boxing Champions. contest coming on Mr. Editor, and once again it is for the Championship of the Far East. Really, this seems a trifle funny to me, for every boxing match we have seems to be to decide this vexed question and yet, somehow or other, the winner of the previous bout, presumably the holder of the championship, never takes part. Thus we must have a large crop of champions knocking round the East and I am thinking of becoming champion something or other of the Far East myself. Apparently all you have to do is to get somebody who you know you can thrash—and do it. Then you become the champion. It would be rather funny if at the forthcoming boxing contest a dozen or so of champions turned up and disputed the title. Another thing I want to know is why a boxer always knocks out only champions? Just read any boxer's record and you will find that he has apparently sought out the champion wherever he happened to be and always left him dead in his tracks. I confess I don't know anything about these matters, but I should be awfully grateful if your sporting editor would explain.

Now why shouldn't we have A Suggestion, a contest for the Singing Championship of the Far East, or the World, if you prefer it. We could get Alec Marsh back from Shanghai and shove him in with the Lammeris as heavy-weights. Any skinny little singers we might enter as middle-weights and, of course, all the ladies would come under the feather-weight class, no matter what their avoirdupois might happen to be. On second thoughts though, I think they would prefer to be called zephyrs, or something poetical. Feather-weight might have too much of a flavour of millinery about it to enter. I really think that there is something in this proposal and if you can get up a singing match I am willing to lay a side wager (or whatever they call it) of a few thousand cash. Then for the preliminary bouts, we might get all the company chairmen to enter for a speaking contest for the championship. This could be easily done by getting them to all speak extempore at the same time on different subjects, and the audience could give the decision by a show of hands. I think it would be a capital thing for the cricket week.

GILAN.

COTTAM &amp; CO., CRICKETING HATS and CAPS.

## AN IMPORTANT SALE.

We hear on the best authority that Messrs. W. Powell, Limited, have purchased the well-known business of Mrs. Stockhausen in Queen's Road, opposite the Hongkong Hotel. The entire concern will be taken over early next week and arrangements have been made that any orders under execution will be completed by the time promised. The new owners, by their last few months catering, are a guarantee that the new business will be carried on in a manner that will commend itself to all residents and visitors.

## HONGKONG SHARE MARKET.

HONGKONG, Friday, October 25th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:— Since we last wrote the market has continued steady and rates have been well maintained. The China Traders' Insurance Company, Limited, has advertised its Thirty-fifth Ordinary Meeting for the 12th November. The Transfer Book will be closed from the 30th instant to the 12th proximo both days inclusive. Banks.—Hongkong and Shanghai Banks have been booked at \$620, and more share are wanted at the figure. The London quotation has risen to £62 15/-. Nationals are obtainable at \$28. Marine Insurances.—Unions have further improved, and can be placed at \$330. China Traders are offering at \$58. The report just published shows a balance at credit of \$514,805 from which sum the Directors recommend the payment of a dividend of \$4 per share. A small lot of Cantons have been disposed of at \$157 and a few more shares are obtainable at the rate. Fire Insurances.—Hongkong Fires are wanted at \$160. China Fire have changed hands at \$85 and \$84, closing with sellers at the former price. Shipping.—Hongkong, Canton and Macao Steamboats have risen to \$35, at which rate shares are in request. Indo-Chinas have ruled dull at \$150. Douglas Steamships are unchanged with sellers at \$48. China and Manilas have improved their position and after sales at \$59 and \$60 are enquired for at \$62. Star Farries, both old and new, are offering at quotations. Shell Transports, which were freely offering at the beginning of the week, have suddenly come into demand, and after sales at various rates close with buyers at £2 12/6. Fisheries.—China Sugars are procurable at \$152. Luzons have further declined, and are now in the market at \$25 Mining.—Punjoms are on offer at \$4. Raubs having been negotiated to some extent at \$13. Elebus can be procured at \$4. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have changed hands at \$377, and close firm. Farnhams are in demand at Tls. 357. Kowloon Wharfs have been taken off the market at \$91, and more shares are wanted. Lands, Hotels and Building.—Hongkong Lands have been fixed at \$193. West Points have experienced a further substantial rise and shares can be placed at \$64. Hongkong Hotels advanced to \$140, at which rate sales were affected, but they have not maintained their position and shares can now be obtained at \$138. Humphreys' Estate are to be had at \$134. China Providents have been done and have further enquiries at \$93. Cotton Mills.—Hongkong Cottons have found buyers at \$134, and are now asked for at \$131. Cigar Companies.—No transaction has come under our notice. Miscellaneous.—Green Island Cements have been sold at \$213, \$22 and \$22, but close quieter with sellers at the latter rate. A. S. Watsons are offering at \$16. Electricities have buyers at \$13 for the old, and \$64 for the new issue. Ropes have been dealt in at \$177 and are wanted at this figure.

## THE SQUEEZE COMMISSION.

NOT STATED YET.

The commissioners appointed to visit the Straits Settlements, Australia, the Dutch East Indies, the Philippines and other parts of the world, to gather funds from the Chinese who have migrated thither are, we understand, still waiting at Peking for their passports. These have been issued by one Legation, we believe, but it does not seem likely that they will receive the approval of any others. We are informed that the object towards which they are soliciting contributions is a famine relief fund, and that the method of obtaining subscriptions is to be by the sale of official rank. A recent decree forbids the sale of office after a certain date in the near future, and if the passports are not obtained within a few days the commissioners will probably find themselves out of business, as it will then be too late to effect such sales without a violation of the Edict. There will still remain, however, certain honours, the sale of which is not expressly forbidden in the decree, but whether there can be found a paying market for them in the East Indies remains to be seen.—*Mercury*.

## VOLUNTEER ARTILLERY.

The military correspondent of the *Globe* says that the Volunteer Artillery is, through no fault of its own, far behind the times both as regards efficiency and armament. It is afforded but little time for practice, and is, for the most part, armed with obsolete weapons, which would be quite ineffective if opposed to modern artillery fire. If it is wished to render our auxiliary services a really efficient factor for home defence, the question of reforming and rearming the artillery branch must be promptly taken in hand, the present useless and obsolete guns discarded, and the Volunteer artillery made abreast with the times in the matter of armament and construction. Until this is done, any scheme for the defence of the country is practically worthless, and must end in failure.

COTTAM &amp; CO., DRESS SHIRTS, TIES and COLLARS.

## DR. CHUNG DISMISSES CHINESE POLITICS.

Dr. Chung King-uo, resident surgeon of the Tung Wah Hospital at Hongkong, which is endowed by the British Government and largely supported by the Chinese community of the city has arrived at San Francisco, says the *Call*, and is a guest at the Palaces. Dr. Chung says he has gone there for his health and he expects to spend some weeks in the southern part of the State. He is a highly educated Chinese, a graduate of the Tientsin Imperial Medical College and for some time was in the Government service as medical director of the first government railway line, of which Wu Ting Fang, Chinese Minister at Washington, was at the time general manager.

Dr. Chung takes quite an interest in Chinese politics and chatted interestingly about Chinese affairs when seen one evening. He said that in his opinion the Empress Dowager would continue to exert considerable sway in the affairs of the empire in spite of any efforts that may be made to prevent it. "She will do things behind the scenes," was the way he chose to express it.

Dr. Chung says that already the Boxer movement is a mere memory with the vast majority of the Chinese people, and that it is just as safe for missionaries to resume their labours in the heart of the empire as it ever was before the uprising of last year. "The only trouble," he said, "is that a Chinese farmer or merchant may become a Boxer at any moment when it suits his individual necessities. The Cantonese are earnestly hated by the natives of the northern provinces, and this factional feeling may lead to occasional clashes. The natives of the northern provinces, you must understand, blame the Cantonese of the south for bringing foreigners into the country, while the fact that in places like Tientsin all business is controlled by Cantonese gives rise to bitter enmity. There is no fear, however, of another general disturbance such as would menace the life and property of foreigners."

## PRESENTATION TO GENERAL BULLER.

General Sir Redvers Buller and Lady Buller on the 23rd September visited Enfield, where the General was presented with a silver inkstand and an address from the ladies of the district in recognition of his perseverance in effecting the relief of Ladysmith. In acknowledging the gift General Buller said such pleasing incidents encouraged their soldiers who were now serving their country in South Africa at a very difficult moment. The glory and the honour and a great deal of the excitement of real warfare were gone, but the danger remained. The work that was being done in South Africa was, he thought, hardly realised by people at home. They did not know how difficult it was and yet how well it was being done.

## THE IRISH PARTY.

Although Mr. Chamberlain recently declared that there was no chance of Home Rule for Ireland at the present time it does not pay the Irish members of Parliament to recognise the truth of this statement. It was only to be expected that Mr. John Redmond, when addressing a farewell speech to his constituents in Waterford, prior to his departure for America, claimed for the Irish Parliamentary Party that it constituted the only genuine opposition to the Conservative majority in the House of Commons. Last Session he said, the Irish Party strikingly showed its power, and the reason it was able to do so was because its members were thoroughly united, and stood absolutely independent of any English political party. He believed that Ireland would obtain Home Rule in the very near future.

## GROSS SUPERSTITION.

A HORRIBLE CASE.

The District Superintendent of Lakana, Sind, is engaged in investigating a case which possesses an unusual, if gruesome, interest. It is believed some startling facts will soon come to light. The little son of a wealthy Zemindar near Bubak suddenly disappeared some time ago. Five days later the body was discovered floating in the river and was identified by the father as being his son's. There were marks on the neck, due evidently to strangling. The story goes that a wealthy neighbouring Zemindar, who was suffering from a carbuncle, having been told by some knave that the flesh and blood of a young boy could alone cure him, hired a ruffian to procure the required victim. This individual one day finding the boy in a lolly place enticed him to his house. After a day or two, fearing detection, he went to the father and told him that if he paid him Rs. 300 he would find his child in the house that same night, provided he kept the doors open. The afflicted father agreed, but the kidnapper, apprehending that he might thereby be entrapped, changed his mind and strangled the poor child, intending to take the body to the sick Zemindar, but finding it cold and consequently unfit for the horrible purpose for which it was intended, he cast it into the river.

COTTAM &amp; CO., TRESSER FELT and STRAW HATS.

## Auctions.

SALE BY PUBLIC AUCTION

ONE LOT

VALUABLE LEASEHOLD PROPERTIES, at the Peak, Victoria, Hongkong, registered in the Land Office as Rural Building Lots Nos. 15 and 104, on

MONDAY, 28th OCTOBER, 1901,

By Mr. H. N. MODY, at his OFFICE, known as STOKES BUNGALOWS, EAST and WEST.

Plans, Particulars and Conditions of Sale may be seen at the Office of Messrs. DEACON & HASTINGS, 19, Queen's Road Central, or of the AUCTIONEER, Hongkong, 17th October, 1901. [1130c]

E. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on

TUESDAY and WEDNESDAY, the 29th and 30th October, 1901, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL and VICTUALLING ABSOLUTE and CONDENSED STORES.

Comprising—OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c., &c. The VICTUALLING STORES will be sold on TUESDAY, 29th, and the NAVAL STORES on WEDNESDAY, 30th instant. TERMS OF SALE—As customary. HUGHES & HOUGH, Government Auctioneers, Hongkong, 22nd October, 1901. [1144c]

## Intimations.



## GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on MONDAY, the 28th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

S. D. CROOKENDEN, Colonel, Chief Paymaster, China, Queen's Road, Hongkong, 24th October, 1901. [1156c]

## CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive.

By Order of the Board of Directors, W. H. RAY, Secretary, Hongkong, 21st October, 1901. [1141c]

## THE PUMJON MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks, and Accessories in the immediate future; the Directors have resolved to make the FINAL CALL of ONE DOLLAR per Share; and accordingly, Notice is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beconsfield Arcade, Victoria, Hongkong, on MONDAY, the 14th October, 1901, the following RESOLUTION was passed:

That the FINAL CALL of ONE DOLLAR per Share upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such CALLS to be PAID to the Company at their Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of NOVEMBER, 1901. And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of NOVEMBER, 1901, at the Rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 15th day of NOVEMBER, 1901, up to the actual dates of Payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors, W. H. GASKELL, Secretary, Hongkong, 15th October, 1901. [1121c]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of 2 1/2 per Share for the year 1900, equivalent to 45% on the Paid-up Capital of each Share, has been declared. WARRANTS will be issued on the 11th October.

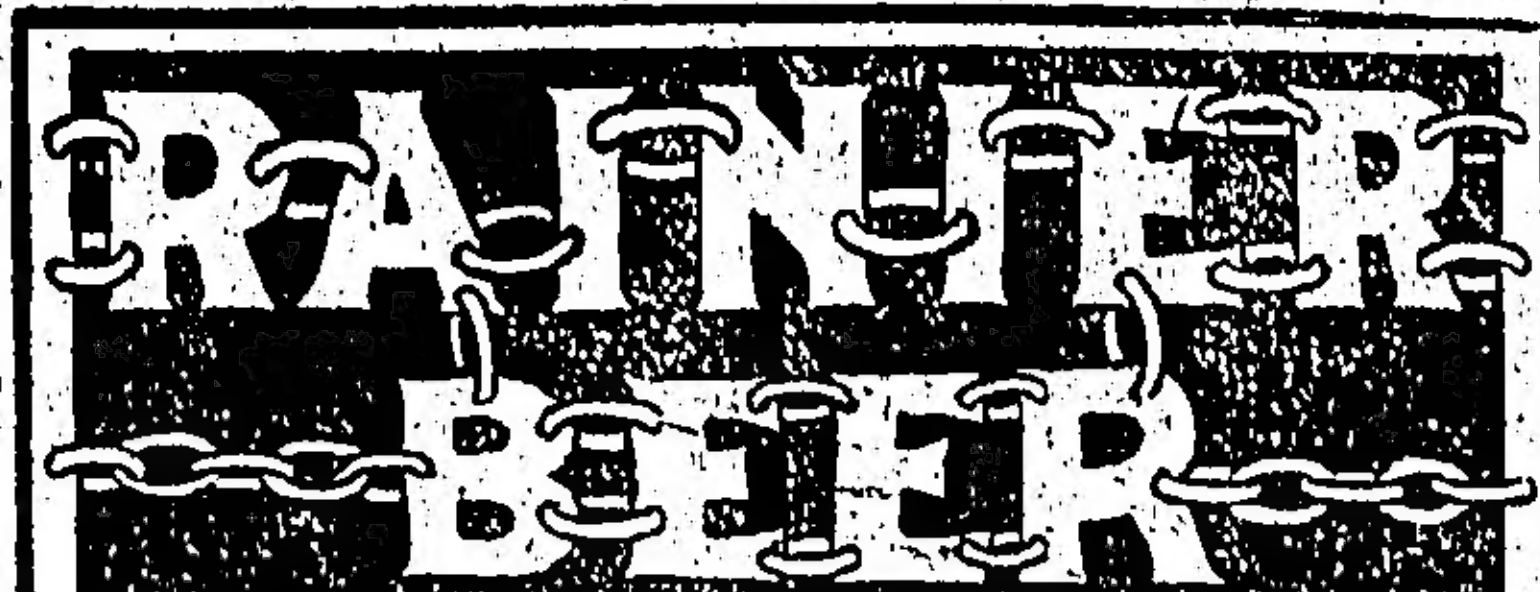
By Order of the Board, W. J. SAUNDERS, Secretary, Hongkong, 10th October, 1901. [1106c]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

55.50 P. Cask of 375 lbs. Net ex Factory. 43.50 P. Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers, Hongkong, 1st June, 1901. [110c]

## Intimations.



## The Strong Chain

of evidence of satisfaction that comes from each new place in which

## RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON &amp; Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

KRUSE &amp; CO.

CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS

AND

TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER &amp; Co.

CHRISTMAS and NEW YEAR CARDS, suitable for Printing Sender's Name.

A New Variety of

AUTOGRAPH CARDS,

by DE LA RUE &amp; Co., LONDON.

CHINESE RICE CARDS, with Pinyin English Mottoes and Verses.

A large variety by

ALL LEADING MAKERS.

JAPANESE HAND PAINTED, a very Superior Selection. Hongkong, 17th October, 1901. [689c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1901. [1c]

THE VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; CO.

Hongkong, 29th July, 1901. [733c]

## UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

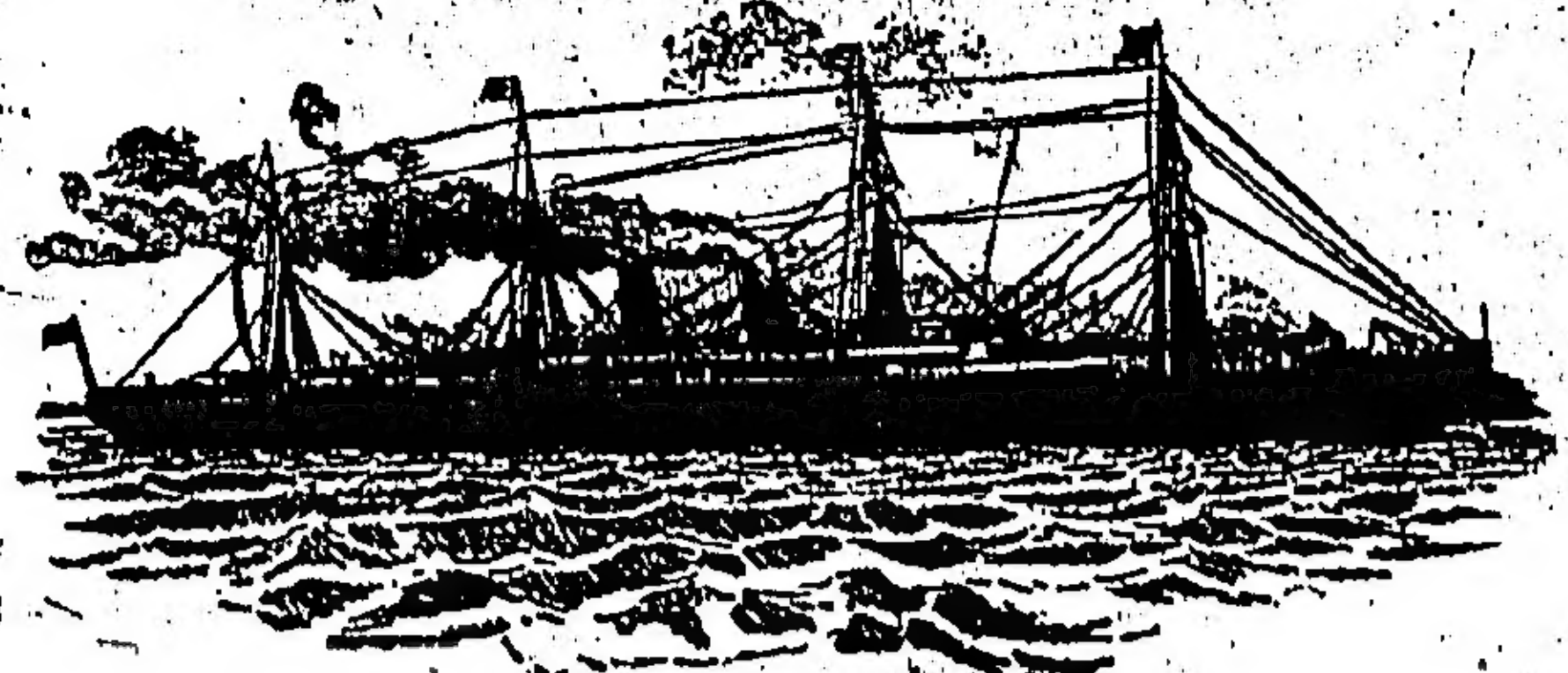
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.



Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.

THE O. & O. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

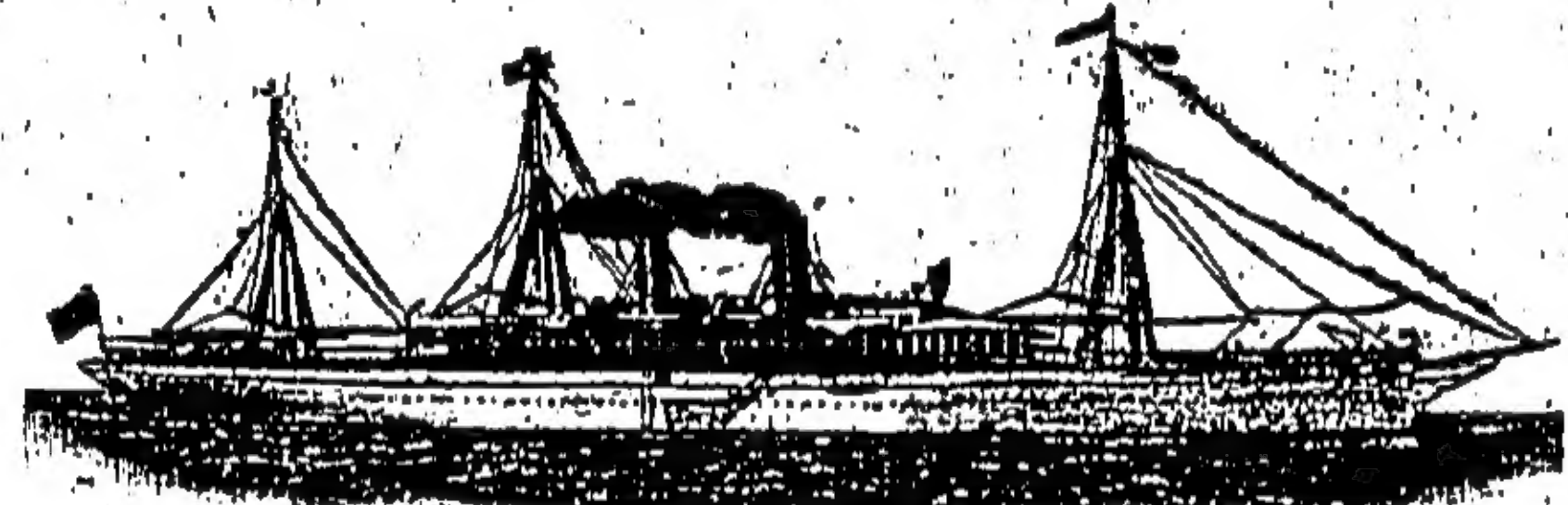
Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 21st October, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 23rd October, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurbonsen	(Calling at SINGAPORE and COLOMBO).		
SEGORGIA	HAVRE, BREMEN and HAMBURG.	16th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG).		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO).		
SIVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Bord	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	28th Dec.	Freight.
Brehmer	(Calling at SINGAPORE and COLOMBO).		
NUERNBERG	HAVRE and HAMBURG.	6th Jan.	Freight.
Mayer	(Calling at SINGAPORE and PENANG).		
STRASSBURG	HAVRE and HAMBURG.	13th Jan.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 25th October, 1901.

Entertainment.

CITY HALL CITY HALL NOVEMBER 2ND.

GRAND PUGILISTIC CONTEST FOR THE MIDDLE-WEIGHT CHAMPIONSHIP OF THE FAR EAST.

BETWEEN SAM BENTLEY and THOMAS PHILLIPS to be preceded by a SIX ROUND HEAVY-WEIGHT CONTEST, between

Private DEEGAN, R.W.F. and Gunner LENNARD, R.N.

Followed by the TWO LIGHT-WEIGHTS, A. MONK, B.W.F. and A. SANFORD, R.W.F.

CITY HALL, NOVEMBER 2nd.

PRICES.—\$3, \$2 and \$1.

Commencing punctually at 9 P.M. Hongkong, 25th October, 1901. [1155c]

Insurances.

"Strongest in the World."

THE EQUITABLE SURPLUS.

is a mighty anchor that guarantees the security of every Equitable contract—\$13,778,577—

the largest surplus fund ever accumulated for the benefit of policy holders—

Could you have a better guarantee back of the policies that are going to mature 10, 15, 20 years hence?

The Equitable Life Assurance Society,

F. KIENE, Manager, Hongkong.

Hongkong, 8th October, 1901. [995c]

"LUNION"

FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 3th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1896. [110c]

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE. MR. WILLIAM BASIL DIXON has this Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors, R. SHEWAN, Chairman.

Hongkong, 27th September, 1901. [1062c]

To be Let.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

TO LET. SIX SEMI-EUROPEAN HOUSES, Nos. 20/25, Po King Fong.

Apply to CHAU CHEUK FAN, No. 8, Queen's Road West. Hongkong, 16th October, 1901. [1126c]

TO LET. GOWDOWN—No. 5A, DUBDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET. TWELVE EUROPEAN HOUSES; Nos. 74, 18, 22, 26, 28, 30, 34, 36, 38, 42, 44 and 46, LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West. Hongkong, 4th October, 1901. [1093c]

TO LET. A HOUSE in RIFON TERRACE.

Apply to "THE RETREAT," MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1209c]

TO LET. NOS. 3 and 6, ORMSBY TERRACE, KOWLOON.—Immediately.

Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 5th October, 1901. [761c]

TO LET. NOS. 1 to 4, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 208, Des Voeux Road Central. Hongkong, 3th September, 1901. [976c]

OUR LONDON LETTER.

THE COBRA DISASTER.

(From our own Correspondent.)

LONDON, September 27th.

The tragedy which deprived England of her fastest destroyer and of 67 gallant lives, remains still wrapped in profound mystery. The general public seems inclined to adopt the whole theory, but it is entirely discredited by most experts, including the Board of Trade permanent officer—whose business it is to deal with the wreck of every British ship, not controlled by the Admiralty. The opinion of that official coincides with the view taken by survivors of the unfortunate crew, and naval men generally—that the *Cobra* buckled. If so, the case was very similar to that of the *Sea* which, struck by a large wave as she was steaming down Channel quite early this year, simply snapped in half. A good number of more or less authentic whale stories are however going round, based on the assertion that a badly wounded whale was two days ago washed ashore on the coast of Lincoln. The Court of Inquiry meets in a few days, and possibly some light may be then thrown on the melancholy affair.

One pathetic incident of the wreck has escaped the notice of the reporter. Mrs. Bosworth Smith, the young wife of the Commander, was waiting in Yarmouth to be picked up by the *Cobra* and taken round to Portsmouth. Becoming anxious at the non-arrival of the ship, she took train to London, and arrived at the Admiralty almost at the moment that the telegram announcing the misfortune was received. A subscription has been opened for the families of the dead, not all of whom are eligible for the naval pension, which at best is but a pittance upon which no woman could hope to bring up a family.

The funeral of the recovered bodies was attended by nearly all the officers and men of the Dockyards and by detachments from every available ship in the neighbourhood, together with the Captain, several officers and about twenty men from the French man-of-war in our waters. This graceful act of courtesy was greatly appreciated not only by our own sailors but throughout the country, and the Press has not been backward in acknowledging it.

A singular coincidence has come to light. One of the *Wokers*, writing to his mother at Bristol, before the vessel started on her first and last trip, made use of this expression: "We are chancing our lives in a new boat; I should not be surprised if we smash up." Although judgment is suspended till after the official inquiry, there is a consensus of opinion that in future construction, no vessel must entirely sacrifice strength to speed. It was admittedly doubtful if either the *Viper* or the *Cobra* could live on a rough sea, owing to the strain after pace, leaving certain weaknesses amidships, and now that the danger has been demonstrated, it must be avoided even at the price of a knot or so an hour.

Since my last letter, I have had a chat with a recently returned officer who held a high position on the Staff in

SOUTH AFRICA.

Spoken of the military position, he remarked that it was really better than home-folk imagined, at any rate in the Orange River Colony and the Transvaal. In a great campaign incidents such as the mishap to Gough and to the Lancers are but trifles, though naturally civilians cannot be expected to understand this fact, especially if they have dear ones whose names appear in the casualty list. "No matter what occasional reverses may take place, the two erstwhile republics are for all practical purposes conquered completely in the military sense. The eruption into Natal, he further informed me, would in no way upset the previously arranged plans, and would probably be viewed with positive satisfaction by the authorities, apart from the natural regret that a part of the loyal colony should again be laid waste. Bothas for the time, retired again beyond the Drakensberg, but if he tries another little raid, as he probably will, he may find himself between the upper and the nether millstone. Pressed to explain why, if the military outlook was comparatively bright affairs in general are universally represented as so unsatisfactory, my informant replied, "The absence of Milner threw us back very seriously, and Kitchener has been from the first, and is now, a complete failure." This latter assertion of course, required elucidation, and what followed amounted in effect to this:—

The army has lost faith and heart in consequence of the extraordinary and unjustifiable leniency, which the Commander-in-Chief has extended to rebels, murderers, and oath-breakers among the enemy, leaving the impression upon our troops that one Boer life is regarded as more valuable than two British. The Boers themselves greatly prefer the régime of Kitchener, whom they despise, to that of Roberts, of whom they were just a little afraid.

A SPY.

Here is one incident among many at which Englishmen cursed and Boers smiled. A German Dutchman captured in the first advance across the Vaal, took the oath of neutrality, and was permitted to return to Johannesburg. Nine months later, a Boer officer the adjutant of Commandant Beyers blundered into the British lines by mistake. He introduced himself to the subaltern on outpost duty as Captain, late of the German Army, and was passed on to the Colonel Commanding the district, and subsequently to General French. He was treated with every consideration, dined with French and his staff, and was released on parole in the town. No restriction was put upon his movements beyond the duty of reporting himself daily to the provost marshal. About this time it was noticed that the enemy seemed able to anticipate our every movement, but no suspicions were aroused until one day, the provost

G. GIRAUT FOR TABLE DELICACIES.

G. GIRAUT FRESH GOODS by every MAIL.

G. GIRAUT WINE AND SPIRIT MERCHANT.

THE COBRA DISASTER.

(From our own Correspondent.)

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One pathetic incident of the wreck has escaped the notice of the reporter. Mrs. Bosworth Smith, the young wife of the Commander, was waiting in Yarmouth to be picked up by the *Cobra* and taken round to Portsmouth. Becoming anxious at the non-arrival of the ship, she took train to London, and arrived at the Admiralty almost at the moment that the telegram announcing the misfortune was received. A subscription has been opened for the families of the dead, not all of whom are eligible for the naval pension, which at best is but a pittance upon which no woman could hope to bring up a family.

The funeral of the recovered bodies was attended by nearly all the officers and men of the Dockyards and by detachments from every available ship in the neighbourhood, together with the Captain, several officers and about twenty men from the French man-of-war in our waters. This graceful act of courtesy was greatly appreciated not only by our own sailors but throughout the country, and the Press has not been backward in acknowledging it.

A singular coincidence has come to light. One of the *Wokers*, writing to his mother at Bristol, before the vessel started on her first and last trip, made use of this expression: "We are chancing our lives in a new boat; I should not be surprised if we smash up." Although judgment is suspended till after the official inquiry, there is a consensus of opinion that in future construction, no vessel must entirely sacrifice strength to speed. It was admittedly doubtful if either the *Viper* or the *Cobra* could live on a rough sea, owing to the strain after pace, leaving certain weaknesses amidships, and now that the danger has been demonstrated, it must be avoided even at the price of a knot or so an hour.

Since my last letter, I have had a chat with a recently returned officer who held a high position on the Staff in

SOUTH AFRICA.

Spoken of the military position, he remarked that it was really better than home-folk imagined, at any rate in the Orange River Colony and the Transvaal. In a great campaign incidents such as the mishap to Gough and to the Lancers are but trifles, though naturally civilians cannot be expected to understand this fact, especially if they have dear ones whose names appear in the casualty list. "No matter what occasional reverses may take place, the two erstwhile republics are for all practical purposes conquered completely in the military sense. The eruption into Natal, he further informed me, would in no way upset the previously arranged plans, and would probably be viewed with positive satisfaction by the authorities, apart from the natural regret that a part of the loyal colony should again be laid waste. Bothas for the time, retired again beyond the Drakensberg, but if he tries another little raid, as he probably will, he may find himself between the upper and the nether millstone. Pressed to explain why, if the military outlook was comparatively bright affairs in general are universally represented as so unsatisfactory, my informant replied, "The absence of Milner threw us back very seriously, and Kitchener has been from the first, and is now, a complete failure." This latter assertion of course, required elucidation, and what followed amounted in effect to this:—

The army has lost faith and heart in consequence of the extraordinary and unjustifiable leniency, which the Commander-in-Chief has extended to rebels, murderers, and oath-breakers among the enemy, leaving the impression upon our troops that one Boer life is regarded as more valuable than two British. The Boers themselves greatly prefer the régime of Kitchener, whom they despise, to that of Roberts, of whom they were just a little afraid.

A SPY.

Here is one incident among many at which Englishmen cursed and Boers smiled. A German Dutchman captured in the first advance across the Vaal, took the oath of neutrality, and was permitted to return to Johannesburg. Nine months later, a Boer officer the adjutant of Commandant Beyers blundered into the British lines by mistake. He introduced himself to the subaltern on outpost duty as Captain, late of the German Army, and was passed on to the Colonel Commanding the district, and subsequently to General French. He was treated with every consideration, dined with French and his staff, and was released on parole in the town. No restriction was put upon his movements beyond the duty of reporting himself daily to the provost marshal. About this time it was noticed that the enemy seemed able to anticipate our every movement, but no suspicions were aroused until one day, the provost

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which is eating out the heart of the loyalists in South Africa,—the fact that foreign nations are being allowed to reap the advantages which British blood and treasure has won, at an enormous cost. Not only are our own refugees forbidden to return to their industries and business in the conquered territory, but what is far harder, Germans, Americans, and other foreigners, and even Boers and Hollanders are permitted to go up to the towns and carry on their trades without competition, at huge profit to themselves, and with the natural result that, falling British firms, they are obtaining all the agencies and many of even the military and Government contracts. The German Government moreover is financing branch shipping lines to act as feeders to her already established mercantile marine, and is thus rapidly gaining a monopoly in South African sea-borne trade. The British tonnage, which entered and cleared ports of Natal and Cape Colony last year was the lowest since 1896 while the tonnage of foreign ships has increased, despite the war, by one third. It hardly seems worth while to sacrifice thousands of our best lives and millions of money to benefit our rivals only—at least this is the Colonial view.

There was a good deal of excitement over

THE FIRST AMERICA CUP RACE

yesterday, and much disappointment expressed at the fiasco. So far as the press goes, *Shamrock II.* has sunk a good deal in public estimation, and apparently little expectation of her lifting the Cup now remains. Yesterday she exhibited herself distinctly inferior to *Columbia* even in the light wind, which was supposed to be her best weather. Crowds of people occupied any high ground which could command either Alexandra Park, or the Crystal Palace grounds, where the progress of the race was signalled every quarter of an hour by means of coloured bombs.

Green signified *Shamrock* was leading, and two such were shown and greeted with enthusiasm: red ones indicated *Columbia* in front, and these, which were many, were received in mournful silence. An elaborate code had been planned for all emergencies. Thus green and purple bombs appearing simultaneously would have told of accident to the *Shamrock*; red and purple of mishap to the *Columbia*. In the actual event a purple bomb in the sky shortly after 9.30 informed a disappointed London that the race was "off."

NAVAL AND MILITARY NOTES.

The following appointments have been made at the Admiralty:—Midshipmen: J. K. M'Leod, to the *Albion*, and A. G. Seymour, to the *Glory*, to date Oct. 15. Engineer H. J. Loveridge, to the *Endymion*, to date Sept. 24. Probationary Assistant Engineer A. V. Eldridge, to the *Goliath*, to date Sept. 24.

One of the largest vessels to be built under the new French naval programme was launched on the 24th ulto. The armoured cruiser *Lion Gambetta* has been built in the Government yard at Brest. The new cruiser will be the largest afloat under the French flag, and will have a displacement of 12,550 tons, with a length of 450 ft., beam 65 ft. She will be fitted with tubular boilers and three triple-expansion engines of the vertical type, driving triple screws and developing 27,500 horse-power, giving a speed of 22 knots. The officers and crew will number 730 men. The armament will comprise four heavy guns in pairs in turrets fore and aft, 40 smaller quick-firing guns, and five torpedo tubes, two of them under water. The *Lion Gambetta* will be ready for commission in 1903, and when completed will have cost £3,000,000.

Frenchmen are enthusiasts over the newest submarine boat, the *Sirène*, which was at sea for 24 hours, and is reported to have behaved splendidly. A sixth of this period was spent under water, when torpedoes were discharged "with ease and efficiency." This craft is said to plunge rapidly, which her older sisters certainly do not do.

The experimental system of field firing recently tried for the first time at Aldershot was on 24th ultimo, again tested. Three regiments carried out the attack, which is arranged under actual service conditions of warfare as nearly as possible. The Queen's Bays were ordered to carry out the first attack, and on reaching Ash were dismounted, excepting every third man, and sent across the canal bridge in small parties to occupy Steeles and Ash Hills under strict service conditions. On reaching the crest line the "enemy" was found to be holding the Fox Hills. Along the sky line the heads of riflemen were seen to appear and disappear, and figures representing scouts moved here and there, while signallers flashed messages. A cleverly-made Maxim gun, with a disappearing crew was on the right of the enemy's line. A hail of bullets was soon falling among the dummy defenders of the hills, and under cover of this fire parties crept forward until they were near enough to rush the summit. On occupying the new position fresh mechanical targets came into view, showing a dummy armoured train, discharging a brisk fire from the rear truck as it hurried along the line that ran in the valley to cover the retirement of the "enemy" to their next position. As the train disappeared a dummy demolition party on wheels raced down the far hillside and blew up the line in rear of the train, and were hotly engaged. The dummy defenders of the farmhouse and signal-box in the valley also had a warm time, and then the attack on Pit Hill was pushed home. The enemy, however, had some artillery posted on the edge of Crown Prince Wood, and shelled the attackers vigorously, the discharge being followed by the explosion of bombs in the firing line, so the attackers had to withdraw until reinforced.

My informant confirmed the rumour I mentioned in an earlier letter, respecting the

RECALL OF MAJ. GEN. BADEN-POWELL,

and which has been denied in England. He stated that Kitchener was thoroughly dissatisfied with the organization of the Constabulary, and the time consumed in making them available for active service; that he signified disapproval to B.P., and that after much friction, the latter put in for sick-leave and came home. Finally my informant mentioned that Gen. Lytton, who is said to be marked for the supreme command, when Lord Kitchener leaves South Africa, is considered by "all soldiers," a first-rate man, in whom we have every confidence.

Before leaving the subject of war, I must mention a fact which is greatly disturbing Pall Mall, namely the

FAILURE OF THE YEOMEN

to re-enlist for a second period when invited to do so. The office has been open for a fortnight, and only one hundred men have offered. For this the War Office or the Treasury has no one but itself to blame. The scandalous treatment of the early contingent, which left men with a year's pay owing to them, utterly penniless, in some cases in direct want, for months after their return to England is bearing fruit. It cannot be expected that a trooper, who has once experienced the breach of official faith, should be anxious to again expose himself, and his family to starvation, caused by red tape



## RUSSIAN PROMISES.

## IMPORTANT IF TRUE.

We are informed on what should be the very highest authority that Russia has decided to withdraw at a very early date from Newchwang and its immediate vicinity and surrender the control of that port to the Chinese authorities. This bit of news may be classed under the heading of "Important if True." The present situation is a most embarrassing one to trade, British and American merchants in particular have had abundant cause for irritation in the unwarranted assumption of civil authority by the Russian officials and the constant interference with their business by the restrictions which the civil administration has imposed upon them. There is no doubt in all this that the Russian Government has gone far beyond the requirements of the situation, even granting that there was excuse for interference, and other Powers whose commercial interests in Manchuria far outweigh those of Russia would be fully justified in exerting themselves to the utmost to compel such an evacuation as is now promised. We must be, however, permitted to express our scepticism as to the reported intentions of the Russian Government. When one remembers how every advance of Russia in Central and Eastern Asia has been made, how province after province has been occupied under pretence of disorder, and with promises that such occupation was not intended to be permanent, and how such temporary administration has in every case been converted into a permanent incorporation of such territories into the Russian Empire, one ought to be pardoned for inability to believe that after such an employment of force, on slight pretext, at Newchwang, and such an expenditure of energy on the organization of the civil administration there, the Russian Government means now to relax its embrace. "Credit Judicus Appelles." We will believe when we see. Unless the other Powers interested are exerting much more pressure than they appear to be, we can see no reason from the Russian standpoint for surrendering Newchwang, unless it be that they hope by especially favourable legislation at Dalny and the establishment of a custom's barrier against Newchwang to develop the new port at the expense of the old. The present condition of affairs is a most extraordinary one, and we await further developments with much interest.—*Mercury*.

## THE MEXICAN CAVE-DWELLERS.

Dr. Carl Lumholtz, the new Norwegian explorer, who has been travelling for the American Museum of Natural History of New York, for five years in the hitherto unknown regions of North-Western Mexico, and who is the first white man that has lived among the cave-dwellers in those parts, lately delivered a lecture on his travels before the Geographical Society in Christiania, this being his first appearance in public since his return to civilization. The lecture was delivered in the hall of the University, and was attended by a distinguished audience, including the Norwegian Prime Minister, many notable savants and politicians. Dr. Lumholtz gave a vivid description of his life and travels among the wild Indian tribes of the Western Sierra Madre, and especially among the cave-dwellers who still live in the same primitive way as their forefathers did many thousand years ago. In order to study these interesting people he spent the entire staff of his expedition, and lived alone among them. At first the tribes objected to his taking up his abode among them, but eventually he gained their confidence and was allowed to remain. He learnt their ways, their language, and their songs, and joined in their dances. One chief among the cave-dwellers even went so far as to offer him his daughter in marriage, and on another occasion he was nearly married to one of the Cora tribe at the express wish of the girl's family, but he declined both offers. The Mexican Indians are monogamists, and lead, on the whole, a happy existence. They are very intellectual, and are, the lecturer said, a far superior race to their kinsmen in the United States and South America. Among many of the tribes he found a higher degree of morality than in civilized countries. Theft, and many of the worst forms of disease are unknown among them. The land is held in common. Their principal food consists of Indian corn and beans. The large and interesting collection of native pottery and implements which the lecturer had brought away with him for the American Museum of Natural History and his new book on their life, customs, religion, &c., will he thinks, throw a new light upon many hitherto unknown periods in the history and evolution of mankind.

## THE KANGAROO.

A schoolboy's essay.—The kangaroo is a quadruped, but two of his feet is only hands. He is closely related to the flea family, and jumps like him, and has the same kind of resemblance. He is Australian by birth and has a watchpocket to carry his children in. There is two or more kinds of kangaroos but they are mostly male and female, and live on grass, cabbage, and "curren" buns. The kangaroo's tale is his chief support; it is thick at one end, and tapers to the other end; it is good to jump with, and the kangaroo when it's cut off don't know his way home, and has to walk on his hands. The kangaroo is good for making soup and boot-laces and putting in shoes, and sometimes he is presented to the roll family to represent Australia.

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Hongkong, 27th May, 1901. [565c]

JUST UNPACKED.  
BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.  
Finest WESTPHALIAN HAMS.  
H. RUTTONJEE,  
39 & 40, Elgin Road, Kowloon.  
Hongkong, 13th July, 1901. [34]

## Intimations.

NOTICE.  
IT is hereby notified that the BUSINESS, GOODWILL, ASSETS, and all BELONGINGS of the FOK SHING FIRM, Printers, Bookbinders, Stationers, &c., situated at No. 54, Wellington Street, together with their shares in the FOK ON INSURANCE CO. (LIMITED), are now sold to the Undersigned (a Partner of the said Firm).  
The purchase shall be completed on the 13th day of the 9th month.  
All outstanding accounts receivable by the firm shall be collected by the Undersigned, and all Creditors of the firm are requested to render their accounts for payment on or before the above date fixed for the transaction, failing which no accounts shall be acknowledged.  
FUNG MAN,  
Purchaser of the Firm.  
Hongkong, 23rd October, 1901. [1149c]

WANTED.  
SMART EUROPEAN BOY for an Office, one just leaving school preferred.  
Apply  
"CLERK"  
C/o H. K. Telegraph.  
Hongkong, 24th October, 1901. [1151c]

WANTED.  
ADVERTISER seeks Engagement as CLERK of Works. Thoroughly efficient in all Branches of Construction, Surveying (Land), Drawing, Estimating, Measuring and General Office and Outside Work, Locality no object.  
Apply to  
"X"  
Office of This Paper.  
Hongkong, 17th October, 1901. [1128c]

WANTED.  
AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL.  
Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to  
THE MANAGER,  
CRAIGIEBURN HOTEL.  
Hongkong, 8th August, 1901. [852c]

**DROZ & Co.,**  
WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.  
SPECIALITIES:  
LEVER WATCH & CHRONOMETERS.  
TRADE MARKS:  
MAXIM, BERNAL, &c.  
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.  
No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901. [526c]

**A. LING & Co.,**  
FURNITURE STORE.  
(Next Door to Messrs. WATKINS & Co.)  
QUEEN'S ROAD CENTRAL.  
Speciality:  
FOOCHOW LIQUOR WARE.  
Hongkong, 18th June, 1901. [642c]

**C. E. WARREN,**  
BUILDING CONTRACTOR,  
WYNDHAM STREET (Opposite to the CLUB GERMANIA).  
SANTARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED and REPAIRED. Sanitary Board. Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
RAITMAN'S KODAKS and FILMS.  
Sole Agents for "OMEGA" WATCHES. "Omega" is the best. "THREE YEARS" guarantee given to every purchaser.  
4, QUEEN'S ROAD, Watson's Building.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 1st Nov., at Daylight

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd October, 1901.  
**TOYO KISEN KAISHA.**  
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 5th Nov., at Noon.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Nov., at Noon.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Dec., at Noon.

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 5th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.  
Passengers holding orders for OVERLAND CITIES in the United States have the choice of San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.  
Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers, freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.  
GEORGE ECKLEY, Acting Agent.  
Hongkong, 17th September, 1901.

**F. BLACKHEAD & CO.,**  
SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.  
SOLE AGENTS FOR HARTMANN'S BAHTJEN'S GENUINE HARTMANN'S RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.  
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 14th May, 1901. [52c]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, LONDON, HAVRE, BORDEAUX, &c.  
ON MONDAY, the 4th November, 1901, at 1 P.M. the Company's Steamship "SALAZIE" Captain Aubert, with MAIL, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.  
This steamer connects at COLOMBO with the s.s. *Armand Belin*, which vessel takes on her Passengers and Mails leaving that Port on the 16th November, Direct to Suez, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 2 P.M. on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.  
P. DE CHAMPORIN, Acting Agent.  
Hongkong, 22nd October, 1901. [1042c]

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
"BATSUMA" 29th Oct.  
"RICHMOND CASTLE" 15th Nov.  
"KURDISTAN" 30th Nov.  
"LENNOX" 15th Dec.  
"ORONSAY" 31st Dec.  
"HILLGLEN" 15th Jan.  
"LOWTHER CASTLE" 31st Jan.  
For Freight and further Information, apply to  
DODWELL & Co., LIMITED, Agents.  
Hongkong, 29th October, 1901. [449c]



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
NINGPOO AND SHANGHAI	"WOOBUNG"	28th instant.
SHANGHAI AND KOBE	"TAINAN"	31st instant.
ILOILO AND CEBU	"KAIKONG"	8th November.
TIENTSIN	"KWEIYANG"	9th November.
MANILA	"CHANGSHA"	10th November.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"CHANGSHA"	10th November.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE, AGENTS.**

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"MACHON"	25th October.
"	"PROMETHEUS"	28th "
"	"ACHILLES"	16th November.
"	"GLAUCUS"	15th "
"	"IXION"	21st "

## HOMEWARDS.

## FOR LONDON.

"CALCHAS"	29th Oct., 1901.
"NESTOR"	12th Nov. "
"MACHON"	25th "
"ACHILLES"	10th Dec. "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"DARDANUS"	15th Nov., 1901.
"IXION"	15th Dec. "

For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TANSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 27th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st October, 1901. [226]

FOR YOKOHAMA AND KOBE.

THE Steamship

"KURDISTAN,"

will be despatched for the above Ports, on TUESDAY, the 29th instant.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 24th October, 1901. [1453]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Oct. 30

Kaorven, about Dec. 1

Thyra, about Dec. 20

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND HAKODATE, on or about WEDNESDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan; Wanchow, 25th October, 1901. [1032]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1901. [226]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 6th Nov., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1901. [3212]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.), SEATTLE AND TACOMA.

THE Steamship

"OOPACK,"

Tons 3,883, Commander J. Barber, is due here on 4th November, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 22nd October, 1901. [1147]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MAZAGON,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 24th October, 1901. [5]

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading, for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th October, 1901. [7]

## Intimations.

T. M. STEVENS & CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO., Beaconsfield Arcade.

Hongkong, 22nd September, 1901. [595]

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

Nos. 14 & 16, Queen's Road Central. [32]

## NEW GOODS.

PLENTY

IN

HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

## JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

OF AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to

G. GIRAUULT, Hongkong, 20th August, 1901. [567]

## NEW VICTORIA HOTEL.

ROTISSERIE,

Meats & Cakes, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, 2nd September, 1901. [918]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 21st March, 1902. [12]

## HONG SING.

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfittings.

Hongkong, 30th August, 1901. [952]

## SIEN TING.

SURGEON DENTIST.

No. 14, D'ARAGUIA STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 23rd September, 1901. [139]

## DENTISTRY.

SUI SANG.

(Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 2nd January, 1902. [162]

## DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

to QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1902. [182]

## NOTICE OF REMOVAL.

I BRG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'ARAGUIA STREET.

H. RUTTON, 5, D'ARAGUIA STREET.

Hongkong, 27th April, 1902. [134]

## Intimations.

## Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra.

Cable-Address: "HARCOAL, SABANG."

THIS Company supply Best Welsh, Bengal and Ormian Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company, execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices.

2nd October, 1901. [1082]

## RIGAUD'S White Violet EXTRACT.

This fugitive and delicate perfume is as persistent as an Extract for the hair.

while as a Soap and Powder, it has been adopted by the most refined French Society.

10,000 White Violets equal each bottle of RIGAUD'S Extract.

PARIS

After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered, which will positively Cure any Disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption; and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope. Address: Rev. JOSEPH HOPE, "St. Cloud," Westcott Road, Worthing, England. (Name this paper). [1052]

## GUARANTEED CURE.

Per P. and O. steamer *Ballarat*, from London, Oct. 2.—To Yokohama: Mr. Moxon. To Shanghai: Mr. H. W. Dickinson, Mr. Wollaston, Mr. D. Lawson, Mrs. W. H. Bourne, Mrs. Moore and 3 children, Mr. and Miss Windsor and 2 children, Mr. and Miss Shindler, Rev. W. Gibson, Miss Perrot, Miss Pullan and 2 children, Rev. and Mrs. Watson, Misses Wat- (a). To Hongkong: Lieut. J. D. Venables, Capt. B. K. Hanbury, Mrs. Bennett, Mr. Horne, Mr. Brown, Lieut. Carruthers, Mr. C. Pollard, Mr. H. M. Madge, Rear-Admiral H. T. Grenfell, C.M.G. From Marseilles.—To Shanghai: Miss E. M. Marks, Miss Taylor, Rev. and Mrs. Hill and child, Mr. Horwood, Mr. Cockburn, C.B., Rev. F. Brown, Mr. J. E. Beach, Rev. and Mrs. Hickman. To Hongkong: Miss Rumsey, Miss M. Bennett, Miss Walsh, Miss Hitchcock, Mrs. Layton, Miss G. Dunk. To Singapore: Mr. Frank Adam.

Per P. and O. steamer *Australia*, connecting with the steamer *Chubb*, at Colombo, from London, Oct. 18.—To Shanghai: Mrs. Dudley, Mr. and Mrs. Wingrove and child, Mrs. C. C. Clarke. To Hongkong: Mrs. and Miss Drew, Mr. Ramsey Shields, Mr. Tullis, Mrs. Brenner. From Marseilles.—To Shanghai: Mr. and Mrs. Forbes, Capt. J. McKenzie.

Per Norddeutscher Lloyd steamer *Bayern*, from Hamburg, Sept. 18.—To Yokohama: Miss Elise Korne, To Kobe: Mr. W. Heinsch. To Tsingtau: Miss Ottilie Baumgarten. To Shanghai: Mr. Eder, Mr. Schulte. To Hongkong: Miss R. Topf. To Samarang: Miss Hendricks, Mrs. R. M. Hogenrad van Zutphen and 4 daughters. To Deli: Mr. F. P. Hermans, Mr. C. Lighthart. To Batavia: Mr. W. Brandt. From Southampton.—To Yokohama: Miss Hyde, Miss Parker, Miss G. Phillips, Miss M. Stevens. To Kobe: Mr. H. Marshall, Mr. J. L. Wilkinson. To Shanghai: Rev. Y. J. Allen, Miss Barnard, Mrs. Brady Crockett and child, Miss Davidson, Mr. and Mrs. Entwistle and family, Mrs. H. Faers, Mr. and Mrs. A. H. Faers and family, Mrs. Harris and child, Mrs. Hosie, Mrs. Leask and children, Miss Milley, Miss Nilsson, Mrs. K. E. Rundle and children, Mrs. Reid and children, Misses Richard, Mrs. R. W. Shaw, Mr. A. C. Twesdie, Mrs. Webster, Mrs. Wilson and child. To Hongkong: Mr. and Mrs. Rutter. From Genoa.—To Yokohama: Mr. and Mrs. T. Edwin Harvey. To Nagasaki: Mr. M. G. Ernecke. To Shanghai: Rev. A. Amund, Mr. Otto Auz, Rev. Eddon, Mr. and Mrs. Habne and family, Mrs. V. Kronhelm, Rev. and Mrs. D. S. Murny, Dr. A. Peil, Dr. J. Peil, Mr. Perry, Mr. and Mrs. M. B. Slade, Dr. Smith, Mr. and Mrs. Th. Solterbeck and daughters, Rev. and Mr. Turner and children. To Hongkong: Mrs. Clausen, Mr. A. Klein Schmidt, Mr. and Mrs. C. W. Longley, Mrs. Moorehead and daughter Mrs. Richards, Frau Stoppa, Captain Wuhmann. To Sandakan: Mrs. Clara Pagel and child. To Deli: Mr. Arnold Sulger.

Per Norddeutscher Lloyd steamer *Stuttgart*, from Bremen, Oct. 2, and Southampton, Oct. 7.—To Shanghai: Miss Jessie P., Rhind, Mr. Edward Powys, Mr. and Mrs. W. E. Taylor and family, Miss Cole, Miss Clough, Miss Hirst, Rev. and Mrs. T. Clark and family, Miss Stayner, Miss Usher, Mrs. McCracken, Mr. Blom, Mr. Stollhume, Miss L. Johnston, Mrs. Aggar and child, Miss Clark.

Per *Yokohama*, T.T. 6th prem. Sovereigns/Bank's Buying Rate. \$10.41 Gold Leaf 100 touch, per 100. \$5.90 Bar Silver. 100. \$5.90

Hongkong, 22nd September, 1901. [146]

## Sanita's Disinfecting Fluid.

ALSO POWDER, SOAPS, EMBROCATION, &c.

Book sent FREE on application.

Of all Chemists, and The "SANITARY" Co., Ltd., Bethnal Green, London.

4952

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN KATHOON ROAD.

I am now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS, a speciality.

Hongkong, 22nd September, 1901. [146]

## Shipping.

FALLS OF KELLER, British steamer, 1,150, Waterbury, 25th Oct.—New York 17th Aug., Case Oil—Doddwell & Co., Ltd.

PROMETHEUS, British steamer, 3,583, R. Day, 26th Oct.—Singapore 20th Oct., General, Butterfield & Swire.

HAITIAN, British steamer, 1,183, J. S. Roach, 26th Oct.—Fochow 23rd Oct., Amoy 24th, and Swatow 25th, General—Douglas, Lapmak & Co.

PARRAMATTA, British steamer, 2,354, R. T. Cook, R.N.R., 26th Oct.—Bombay 27th Sept., and Singapore 20th Oct., Mails and General—P. & O. S. N. Co.

DIAMANTE, British steamer, 1,254, J. Rattenbury, 26th Oct.—Manila 22nd Oct., Ballast—Shewan, Tomes & Co.

SATSUMA, British steamer, 2,690, Chube, 26th Oct.—Amoy 25th Oct., General—Doddwell & Co., Ltd.

THEA, German steamer, 933, Oberich, 26th Oct.—Canton 25th Oct., General—Jebben & Co.

LOOSK, German steamer, 1,020, T. Fuchs, 26th Oct.—Bangkok 18th Oct., Rice and Wood.—Butterfield & Swire.

PROGRESS, German steamer, 687, H. Meyer, 26th Oct.—Canton 26th Oct., General—Siemssen & Co.

Clearances at the Harbour Office.

Feiching, British str., for Shanghai.

Pak Kong, British str., for Canton.

Palus, British str., for Swatow.

Holkong, French str., for Kwong-chow-wan.

Progress, German str., for Tounan.

Holha, French str., for Hoihow.

Falls of Keller, British str., for Shanghai.

Holmon, British str., for Canton.

Pul Tung, Chinese steam-launch, for Wuchow.

Cebu, American str., for Cebu.

The German str., for Chefoo.

Shantung, German str.,



## NOTANDA.

## CALENDAR.

OCTOBER.	
Barometer	29.082
Thermometer	76.2
Humidity	71
Rainfall	5.794

TO-DAY.	
Barometer	32.06
Thermometer	72
Humidity	77
Rainfall	—

Saturday, 26th October, 1901.  
Chinese—15th of 9th moon of 27th year of Kwang-shu.  
Sun—Rises 6hr. 30min.  
Sets 5hr. 25min.  
High water—Morning 7hr. 30min.  
Afternoon 1hr. 25min.  
Low water—Morning 1hr. 30min.  
Afternoon 1hr. 30min.

ANNIVERSARIES.  
1839—Lin ordered all British ships to leave the coast of China within 3 days.  
1843—In Canton 1,200 houses and 3 factories burnt.  
1850—North West Passage discovered by McClure.  
1859—Royal Charter wrecked.  
1893—Pacific Mail Co.'s steamer City of New York stranded outside San Francisco harbour.  
1894—Chin-hien-cheng taken by the Japanese.  
1896—Li Hung-chang appointed Minister for Foreign Affairs.  
1897—Mr. McLeary Brown, Financial Adviser, dismissed by the Korean Government.  
1899—Fire at Gift Hospital Japan £30,000 worth of damage done.

TO-MORROW.  
Sunday, 27th October, 1901.  
Chinese—16th of 9th moon of 27th year of Kwang-shu.  
Sun—Rises 6hr. 30min.  
Sets 5hr. 25min.  
High water—Morning 7hr. 30min.  
Afternoon 1hr. 25min.  
Low water—Morning 1hr. 30min.  
Afternoon 1hr. 30min.

ANNIVERSARIES.  
1728—Captain Cook born.  
1854—Daniel Webster died.  
1870—Surrender of Metz.  
1871—The Tartar General, Chang Shan, visited Hongkong.  
1896—Li Hung-chang charged with trespassing in the Imperial Park.  
1897—Death of H.K.H. the Duchess of Teck.

## AGENDA.

TO-MORROW.  
O. S. K. steamer *Dofin Maru* leaves for Tamsui via Swatow and Amoy.

CHURCH SERVICES.  
St. Peter's Church:—11 a.m. and 6.30 p.m.  
St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.  
St. John's Cathedral:—Communion; 7 a.m., 11 a.m., 1 p.m., 5.45 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.  
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
St. Francis Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.) 7.10 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.  
Union Church:—Services, 11 a.m. and 6 p.m.  
St. Peter's Church, West Point.

21st Sunday after Trinity October 27th.  
HARVEST FESTIVAL.  
Hymn 276: Venite Aylward Te Deum.  
Russell Jubilate. Tient. Hymns 278, 15, 285.  
Hymn 280: Magnificat. Camidge; Nunc.  
Dimittes Macfarren. Hymns 282, 14, 277.

MONDAY, 28th.  
Holt steamer *Prometheus* due from Liverpool, 3 p.m.—Property sale at Mr. H. N. Mody's Office.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

October 10th.  
The officers of the s.s. *Catherine Ahear* are:—Capt. S. H. Holson, chief officer A. Buchanan, and officer A. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrie, 2nd engineer T. T. Burrie, 3rd engineer W. Park, 4th engineer W. Mark.  
The officers of the s.s. *Yuen Sang* are:—Capt. P. H. Boile, chief officer C. E. Meillon, and officer H. Herbert, 3rd officer R. L. Shreffell.

October 14th.  
The officers of the s.s. *Pentakota*, Captain Parsons, are:—1st mate J. C. Keekham, Lieut. R.N.R. 2nd mate J. H. Galgley, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Rimmer, 4th engineer P. Christie, 5th engineer F. McColligan.

October 19th.  
The officers of the German steamer *Marburg* are:—Capt. E. Zacharias, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Roos, 2nd engineer M. Boning, 3rd engineer H. Tahne, 4th engineer M. Harris.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
Canadian (*Empress of India*) 28th instant.  
German (*Sachsen*) 30th instant.  
German (*Bayern*) 30th instant.  
American (*Piru*) 3rd prox.  
American (*Coptic*) 12th prox.

The Silk ex Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at New York on Friday the 25th inst.

The S. T. & Co.'s steamer *Merionethshire* from Middlebro and London left Singapore on the 24th inst. and is due here on or about the 30th inst.

The Imperial German Mail steamer *Sachsen* left Shanghai via Foochow, to-day, Saturday, a.m., the 26th inst., and may be expected here on or about Wednesday a.m., the 30th inst.

The Imperial German Mail steamer *Bayern* carrying the German Mails with dates from Berlin of the 30th ult., left Singapore on Friday 6 p.m., the 25th inst., and may be expected here on or about Wednesday the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
Canton River ..... at Kowloon Dock.  
Cebu .....  
Kwanfung .....  
Tacoma .....  
Michael Jensen .....  
Choufat .....  
Hans Heitzel .....  
H.M.S. Argonaut .....  
Elcano .....  
Tsinan .....  
H. J. Albrecht .....  
Kurdistan .....  
Decima .....  
Strathgyle .....

PASSED THE CANAL.  
Outward—24th September—*Queen Christina*, *Erzherzog Franz Ferdinand*, 27th September—*Merionethshire*, *Argyll*, *Sophie Richards*, 1st October—*Asama*, *Prometheus*, *Zakro*, 4th October—*Borneo*, *Ernest Simons*, *Suevia*, 8th October—*Bayern*, *Oopack*, *Ore*, *Heathburn*, 11th October—*Achilles*, *Wakana*, *Maru*, *Afridi*, 15th October—*Atara*, *Balaarat*, *Nurnberg*, *Denbighshire*, *Shooking*, *Wittkind*, 18th October—*Glaucus*, *Bahia*, *Glengarry*, *Benelch*, *Kumano Maru*, 22nd October—*Annam*, *Kanagawa Maru*, *Serbia*, *Stuttgart*, *Dagmar*.  
Homeward—1st October—*Princess Irene*, 8th October—*Bingo Maru*, *Stentor*, *Yarra*, 15th October—*Banca*, *Prinz Heinrich*, 22nd October—*Aragonia*, *Indus*, *Idoneneus*, *Tamba Maru*.  
Arrivals at Home—1st October—*Atilla*, *Kawachi Maru*, 4th October—*Peles*, 8th October—*Patroclus*, 18th October—*Princess Irene*, 15th October—*Bingo Maru*, *Yarra*, 18th October—*Stentor*, 22nd October—*Hudson*, *Melomone*, *Prinz Heinrich*.

## VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Johansen, Mr. and Mrs. Andrew, Mr. D. A. Johnstone, Mr. R. J. Angus, Mrs. Joseph, Mr. and Mrs. Arnold, Mr. H. E. S. Katsch, Mr. E. A. Bakewell, Mr. Kiene, Mr. and Mrs. F. Barlow, Mr. H. J. King, Major H. S. Barlow, Mr. F. C. Lake, Capt. R. Beckwith, Mr. R. L. Lazarus, Mr. N. L. Liddle, R.E., Major Bell, Mr. J. T. Mackie, Mr. Gordon Beringer, Dr. J. MacLeod, Mr. & Mrs. Bonner, Mr. A. J. F. Broc, Mr. D. Marlow, Mr. Brown, Major and Mrs. W. B. and children Michael, Mr. S. J. Brown, Miss Milton, Mr. and Mrs. Busutow, Mr. Ogden, Mr. and Mrs. Butastash, Major Parfitt, Mr. W. Cameron, Mr. D. H. Pearce, Dr. W. W. Campbell, Mr. J. W. Penrose, Jr., Mr. R. A. Clark, Dr. Pitcher, Mr. A. J. Cole, Mr. G. E. Pratt, Mr. E. B. Colson, Mr. J. S. Price, Mr. H. Connell, Mr. J. Radcliffe, R.E., Capt. Croft, Mr. H. C. Reel, Dr. L. R. Davis, Mr. and child. Mr. A. Denroche, Mr. P. C. Robertson, Mr. W. R. Devillbiss, Mr. Schilling, Mr. E. B. Discombe, Mr. G. M. Schober, Mr. L. Dorehill, R.A., Major Schouw, Mr. C. Dunsford, Capt. & Mrs. Sergeant, Mr. P. W. Simpson, Mr. A. E. Dyson, Major P. S. Simpson, Capt. & Mrs. Edwards, Mr. F. W. and child. Sims, Mr. T. Fernald, Mr. and Mrs. Siva, Mr. M. Findlay, Mr. C. D. Siva, Mr. T. J. Fischer, Mr. Smith, Mr. T. J. Fisher, Mr. Thos. Snewin, Mr. R. E. Forteach, Mrs. & child. Sutton, Mr. R. W. Gibson, Mr. Kennedy Taylor, Mr. D. G. Gillespie, Mr. L. L. Thomson, Dr. and Mrs. Gillet, Mr. L. J. G. and child Tibbey, Mr. H. M. Grant, Mr. John Trevous, Mr. J. M. Greene, Mrs. W. W. Underwood, Mr. J. M. Green, Mr. P. Yalentine, Mr. A. Hamilton, Mrs. G. H. Watson, Mr. and Mrs. Hanson, Mr. B. E. Watts, Mr. and Mrs. Hawkins, Mr. J. A. Frank W. J. G. Heckford, Mr. R. G. Whitton, Mrs. W. J. Hibba, Mr. M. S. Wild, Lieut. and Mrs. Hoskins, Mr. Bagnall Howard, Mr. Thos. Wood, Mr. J. R. Howkins, Mr. and Mrs. Woolen, Mr. J. J. H. L. Wylie, Mrs. Hughes, Mr. W. K. Wylie, Miss Huke, Mr. A. N. Wright, Miss Innes, Capt. Wright, Mr. and Mrs. Irving, Mr. E. A. H. Taylor

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F. Marchedelli, Mrs. & Beattie, Mr. James Miss Bonnar, Mr. J. W. C. Marle, Mr. Hugo Brown, R.E., Col. L. F. Martin, Mr. R. Brayne, Mr. H. F. R. May, Mr. A. J. Brusse, Mr. G. Maze, Mr. H. M. Collard, Col. A. W. McDermott, Mr. A. P. Connell, Mr. and Mrs. Miller, Mr. and Mrs. J. L. O. Munford, Mr. and Mrs. Copping, Mr. A. G. Oustinnoff, Mr. M. Crookenden, Col. Pitt, Mr. John, R.N. Davies, Mr. W. B. Pollock, Hon. H. E. Dixon, Mr. F. H. Oustinnoff, Mr. M. Dickel, Mr. J. S. Ramsay, R.N., Hon. Forster, Mr. and Mrs. R. Murray Gaffney, Mr. Andrew Sawyer, Mrs. Graham, Mr. D. M. Siegart, Mr. Wilhelm Hamilton, Major Sinclair, Mr. A. G. Houten, Mr. J. von Stokes, Mr. A. G. Inglis, Mr. and Mrs. Thomson, Mr. J. S. W. F. and children Wheeler, Mr. W. H. Jameson, Mr. Phillips Wheeler, Colonel Jeffries, Mr. H. N. Wilson, Mrs. W. and Lee, Mr. J. E. child

## CRAIGIEBURN.

Bells, Mr. H. Grumble, Mr. & Mrs. G. Brown, Mr. and Mrs. Heemskerck, Mr. J. J. B. H. Matheson Helms, Mr. W. Bruce, Mr. and Mrs. W. Langlands, A.O.D. Crouch, Mr. J. W. Capt. and Mrs. F. Edwards, Mr. G. H. Pye, Mr. E. Burns Goring, Mr. and Mrs. C. Surplice, Mr. and Mrs. Hamilton, Major, and F. R. C. Mrs. Claude

## KOWLOON HOTEL.

Bonnefin, Mr. N. Haddon, Capt. H. N. Fernandez, Mr. & Mrs. Monrow, Miss J. E. R. Rugegrave, Mrs. Goring, Capt. and Mrs. Rickett, Mrs. Goring, and family Riegan, Mr. V. Guay, Mr. Joseph Robson, Capt. Holden, Mr. Geo. H.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(OCTOBER 26th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATIONS.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	\$ 125	\$622½
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15½
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 8	\$28 sellers
Do. Founders	£ 1	\$15 sellers
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited	\$ 50	\$360 buyers
China Traders' Insurance Company, Limited	\$ 25	\$58 sellers
North China Insurance Company, Limited	\$ 25	Taels 100 buyers
Yungtze Insurance Association, Limited	\$ 60	\$120 buyers
Canton Insurance Office, Limited	\$ 50	\$157 sales
Straits Insurance Company, Limited	\$ 20	nominal
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited	\$ 50	\$360 buyers
China Fire Insurance Company, Limited	\$ 20	\$85 sellers
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$35 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$150 sellers
China and Manila Steamship Company, Limited	\$ 50	\$62 buyers
Douglas Steamship Company, Limited	\$ 50	\$47 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5 sellers
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	£7.10 sellers
Star Ferry Company, Limited	\$ 5	\$24½ sellers
"Shell" Transport and Trading Company, Limited	£ 1	£2 12/6 buyers
Shanghai Tug Boat Company, Limited	Taels 100	Taels 330
Taku Tug and Lighter Company, Limited	Taels 50	Taels 155
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 135
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 135
<b>Refineries.</b>		
China Sugar Refining Company, Limited	\$ 100	\$152 sellers
Luxon Sugar Refining Company, Limited	\$ 100	\$95 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 72½
<b>Mining.</b>		
Punjom Mining Company, Limited	\$ 9	\$4 sellers
Punjom Mining Preference Shares	\$ 1	\$1
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 25	4 cents
Jebeu Mining and Trading Company, Limited	\$ 5	\$4½ sellers
Raub'lian Gold Mining Company, Limited	£0 18s. 10d.	\$13 sales
Olivers Freehold Mines, Limited	\$ 5	nominal
Olivers Freehold Mines, Limited B.	\$ 5	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Taels 10
<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$28½ buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$95½ buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37½	nominal
New Amoy Dock Company, Limited	\$ 64	\$25 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Taels 295
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$193 sales
Kowloon Land and Building Company, Limited	\$ 30	\$31½ buyers
West Point Building Company, Limited	\$ 50	\$34 buyers
Hongkong Hotel Company, Limited	\$ 50	\$38 sellers
Oriente Hotel Company, Limited (Manila)	\$ 50	\$55
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$275
Humphrey's Estate and Finance Company, Limited	\$ 10	\$13½ sellers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$13½ buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42½ buyers
International Cotton Manufacturing Company, Limited	Taels 100	Taels 32½ buyers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 260
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 11
<b>Tobacco, Cigar and Cigarette Companies.</b>		
Albambra, Limited	\$ 500	\$500 sellers
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal
Shanghai-Sumatra Tobacco Company, Limited	\$ 20	Taels 35
Shanghai-Langkat Tobacco Company, Limited	Taels 100	Taels 310
American Cigarette Company, Limited	Taels 50	Taels 50
<b>Miscellaneous.</b>		
Green Island Cement Company, Limited	\$ 10	\$22½ sellers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$10
Hongkong Electric Company, Limited	\$ 10	\$13 buyers
Hongkong Electric Company, Limited	\$ 10	\$14 buyers
Hongkong and China Gas Company, Limited	£ 7	\$60 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$177½ buyers
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$280 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	£ 1	\$1.10
United Asbestos Oriental Agency, Limited	£ 4	\$0
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$19½ sellers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 50	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$50 nominal

China Sugar Refining Company, Limited \$ 100 \$152 sellers  
Luxon Sugar Refining Company, Limited \$ 100 \$95 sellers  
Perak Sugar Cultivation Company, Limited Taels 50 Taels 72½  
Punjom Mining Company, Limited \$ 9 \$4 sellers  
Punjom Mining Preference Shares \$ 1 \$1  
Société Française des Charbonnages du Tonkin Francs 250 \$325  
Queen Mines, Limited Cents 25 4 cents  
Jebeu Mining and Trading Company, Limited \$ 5 \$4½ sellers  
Raub'lian Gold Mining Company, Limited £0 18s. 10d. \$13 sales  
Olivers Freehold Mines, Limited \$ 5 nominal  
Olivers Freehold Mines, Limited B. \$ 5 nominal  
Chinese Engineering & Mining Company, Ltd. £ 1 Taels 10  
Hongkong and Whampoa Dock Company, Limited \$ 50 \$28½ buyers  
Hongkong and Kowloon Wharf and Godown Company, Limited \$ 50 \$95½ buyers  
Wanchai Warehouse and Storage Company, Limited \$ 37½ nominal  
New Amoy Dock Company, Limited \$ 64 \$25 buyers  
Shanghai and Hongkew Wharf & Godown Company, Limited Taels 100 Taels 295  
Lands, Hotels and Buildings.  
China Provident Loan and Mortgage Company, Limited \$ 10 \$9.75 buyers  
Hongkong Land Investment and Agency Company, Limited \$ 100 \$193 sales  
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West Point Building Company, Limited \$ 50 \$34 buyers  
Hongkong Hotel Company, Limited \$ 50 \$38 sellers  
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Astor House Hotel Co., Limited (Shanghai) \$ 100 \$275  
Humphrey's Estate and Finance Company, Limited \$ 10 \$13½ sellers  
Cotton Mills.  
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Ewo Cotton Spinning and Weaving Company, Limited Taels 100 Taels 42½ buyers  
International Cotton Manufacturing Company, Limited Taels 100 Taels 32½ buyers  
Laou-kung-mow Cotton Spinning and Weaving Company, Limited Taels 100 Taels 40  
Soy Chee Cotton Spinning Company, Limited Taels 500 Taels 260  
Yahloong Cotton Spinning Company, Limited Taels 100 Taels 11  
Tobacco, Cigar and Cigarette Companies.  
Albambra, Limited \$ 500 \$500 sellers  
Philippine Tobacco Trust Co., Limited \$ 50 \$50 nominal  
Shanghai-Sumatra Tobacco Company, Limited \$ 20 Taels 35  
Shanghai-Langkat Tobacco Company, Limited Taels 100 Taels 310  
American Cigarette Company, Limited Taels 50 Taels 50  
Miscellaneous.  
Green Island Cement Company, Limited \$ 10 \$22½ sellers  
China-Borneo Company, Limited \$ 15 \$38 sellers  
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Hongkong and China Gas Company, Limited £ 7 \$60 buyers  
Hongkong Rope Manufacturing Company, Limited \$ 50 \$177½ buyers  
Geo. Fenwick & Co., Limited \$ 25 \$55 sellers  
Hongkong Ice Company, Limited \$ 25 \$183 buyers  
Hongkong High-Level Tramways Company, Limited \$ 100 \$280 buyers  
Dairy Farm Company, Limited \$ 6 \$8 buyers  
Hongkong and China Bakery Company, Limited \$ 50 \$50  
Campbell, Moore & Co., Limited \$ 10 \$20 buyers  
Bell's Asbestos Eastern Agency, Limited £ 1 \$1.10  
United Asbestos Oriental Agency, Limited £ 4 \$0  
Tebrau Planting Company, Limited \$ 5 \$2 sellers  
Universal Trading Co., Limited \$ 20 \$19½ sellers  
Hongkong Steam Water-boat Co., Limited \$ 5 \$8 buyers  
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Manila Investment Co., Limited \$ 50 \$50 nominal

Albambra, Limited \$ 500 \$500 sellers  
Philippine Tobacco Trust Co., Limited \$ 50 \$50 nominal  
Shanghai-Sumatra Tobacco Company, Limited \$ 20 Taels 35  
Shanghai-Langkat Tobacco Company, Limited Taels



## Post Office.

A Mail will close:—

For Canton—Per *Poway*, to-morrow, the 27th instant, at 9 A.M.  
 For Kunchuk and Samsui—Per *Tung-kong*, to-morrow, the 27th instant, at 9 A.M.  
 For Chefoo and Newchwang—Per *Thun*, to-morrow, the 27th instant, at 9 A.M.  
 For Tientsin—Per *Progrès*, to-morrow, the 27th instant, at 9 A.M.  
 For Canton—Per *Honam*, on Monday, the 26th instant, at 7:30 A.M.  
 For Shanghai—Per *Managor*, on Monday, the 28th instant, at 11 A.M.  
 For Macao—Per *Huingshan*, on Monday, the 28th instant, at 1:15 P.M.  
 For Shanghai and Hankow—Per *Flandrin*, on Monday, the 28th instant, at 4 P.M.  
 For Niopgo and Shanghai—Per *Wosung*, on Monday, the 28th instant, at 4 P.M.  
 For Canton—Per *Fatshan*, on Monday, the 28th instant, at 5 P.M.  
 For Swatow, Amoy and Foochow—Per *Italian*, on Monday, the 28th inst., at 5 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Tuesday, the 29th instant, at 11 A.M.  
 For Shanghai—Per *Hinsang*, on Tuesday, the 29th instant, at 3 P.M.  
 For Amoy and Hankow—Per *Yuenang*, on Tuesday, the 28th instant, at 3 P.M.  
 For Europe, India, via Tutuicoria—Per *Sachsen*, on Thursday, the 1st inst., at 11 A.M.  
 For Shanghai and Kobe—Per *Tatsumi*, on Thursday, the 1st inst., at 4 P.M.  
 For Miri, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Gen-gle*, on Friday, the 1st Nov., at 11 A.M.  
 For Hilo and Cebu—Per *Kaifong*, on Friday, the 1st Nov., at 4 P.M.  
 For Singapore—Per *Ceylon*, on Saturday, the 2nd Nov., at 11 A.M.  
 For Shanghai, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Tartar*, on Wednesday, the 5th Nov., at 11 A.M.  
 For Europe, India, via Tutuicoria—Per *Cornwall*, on Saturday, the 9th Nov., at 11 A.M.  
 For Tientsin—Per *Kwaiyang*, on Saturday, the 9th Nov., at 4 P.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Saturday, the 9th Nov., at 5 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 20th Nov., at 11 A.M.

**CELESTIALS AND NEW YEAR PARCELS.**  
 The United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.  
 The following postage will be collected:—  
 For a parcel not exceeding 3 lbs in weight \$0.50  
 7 lbs " 1.00  
 11 lbs " 1.50  
 With an additional 50 cents, parcels may be sent via Brindisi, if posted before 3 p.m. on Friday the 22nd November, and those London about the 1st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January.  
 All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark.  
 Senders of parcels are requested to post them a few days in advance.

## OPIUM QUOTATIONS.

Hongkong, 26th October.  
 To-day's quotations are as follows:—  
 BENGAL—New India ..... @ \$93 1/2  
 New Benares ..... @ 91 1/2  
 Old India ..... @ 95  
 Old Benares ..... @ 92 1/2 nom.  
 MALWA—New ..... @ \$89 1/2  
 Last year's ..... @ 91 1/2  
 2 1/2 years' old ..... @ 92 1/2  
 3 1/2 years' old ..... @ 93 1/2  
 PUTTAL ..... @ 95  
 PERSIAN—Superior drug was sold @ 88

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Honam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Poway*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hai-tong*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

**Hongkong and Macao.**  
*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

**Macao and Canton.**  
*Lungshan*, British steamer, 1,417, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 581, R. J. MacKenzie, China Merchant Steam Navigation Co.

**Canton and West River.**  
*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Saimai*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

## Steamers.

*CEBU*, American steamer, 648, A. Ingham, 20th Sept., Hullo 24th Sept., General.  
*CHOWPA*, German steamer, 1,055, A. Musling, 20th Oct., Koh-si-chang 11th Oct., Rice and Wood—Butterfield & Swire.  
*DAIJIN*, Japanese steamer, 890, T. Ogiwara, 20th Oct., Tamsui and Amoy 24th Oct., General—Mitsui Bussan Kaisha.  
*DECEMA*, German steamer, 794, H. Schlaikier, 22nd Oct., Saigon 19th Oct., Rice—Siemens & Co.  
*DORIC*, British steamer, 2,691, Harry Smith, R.N.R., 18th Oct., San Francisco 20th Sept., Honolulu 27th, Yokohama 10th October, Kobe 11th, Nagasaki 13th, and Shanghai 16th, Mails and General—O.S.S. Co.  
*ELCANO*, American steamer, 3,011, R. de Alencastre, 3rd Sept., Manila 1st August, Ballast—Holland & Co.  
*ETNA*, German steamer, 1,702, P. Schonwands, 15th Oct., Hongkong 22nd Oct., Coals—Jensen & Co.

*FAUSANG*, British steamer, 1,410, S.A. Mitchell, 24th Oct., Java 15th October, Sugar.  
*GLIMOLE*, British steamer, 1,216, W. Frakes, 2nd Oct., Manila 19th Oct., Ballast—Dodwell & Co., Ltd.  
*HANS MENZEL*, German steamer, 1,140, Nebinger, 20th Oct., Hongkong 14th Oct., Coal—Butterfield & Swire.  
*HIANGSANG*, British steamer, 1,536, P. M. B. Lake, 22nd Oct., Hongkong 19th Oct., Coal—Jardine, Matheson & Co.  
*HIGHLANDER*, British str., 1,100, M. Dawson, 24th Oct., Samarang 14th Oct., Sugar—Order.  
*KOHISCHANG*, German steamer, 1,291, Leuss, 23rd Oct., Bangkok 19th Oct., Rice and General—Butterfield & Swire.  
*KURDISTAN*, British steamer, 1,929, E. H. Todd, 24th Oct., Manila 20th Oct., Ballast—Dodwell & Co., Ltd.  
*MACHAO*, British steamer, 4,276, R. C. Thompson, 25th Oct., Singapore 19th Oct., General—Butterfield & Swire.  
*MAGAZON*, British steamer, 3,279, C. W. Cockman, R.N.R., 24th Oct., Singapore 18th Oct., General—P. & O. S. N. Co.  
*MICHAEL JENSEN*, German steamer, 710, J. Jensen, 23rd Oct., Haiphong 19th Oct., General—Jensen & Co.  
*NIPPON MARU*, Japanese steamer, 3,437, W. Greene, 25th Oct., San Francisco 17th Sept., Honolulu 4th Oct., Yokohama 27th, Kobe 18th, Nagasaki 20th, and Wosung 21st, Mails and General—P. & O. S. N. Co.  
*PAIS*, Belgian steamer, 1,207, E. Damster, 23rd Oct., Saigon 18th October, General—Melchers & Co.  
*STRATHGYLE*, British steamer, 3,284, J. R. Gordon, 25th Oct., Manila 21st October, Ballast—Butterfield & Swire.  
*TACOMA*, American steamer, 1,689, A. Dixon, 21st Oct., Tacoma 14th Aug., General—Dodwell & Co., Ltd.  
*TAKSANG*, British steamer, 977, W. P. Baker, 24th Oct., Bangkok 19th Oct., General—Jardine, Matheson & Co.  
*TAISHAN*, British steamer, 1,122, E. Stowell, 25th Oct., Bangkok 19th Oct., Rice—Bradley & Co.  
*TARTAR*, British steamer, 2,768, E. Beetham, 22nd Oct., Vancouver via Ports and Shanghai 19th Oct., General—C. P. R. Co.  
*TORRENSKJOLD*, Norwegian steamer, 738, A. Hansen, 25th Oct., Surabaya 14th Oct., Sugar—Sander, Wiele & Co.  
*TSINAN*, British steamer, 1,464, O. Anderson, 15th Oct., Shanghai 12th Oct., General—Butterfield & Swire.  
*WONGKUI*, German steamer, 1,115, W. Bartling, 24th Oct., Hoihow 23rd Oct., General—Butterfield & Swire.

## Sailing Vessels.

*CELESTE BURRILL*, British ship, 1,764, C. A. Trefry, 20th May—Manila 9th May, Ballast—Order.  
*GEORGE T. HAY*, British ship, 1,847, E. Spice, 20th Oct., Cebu 8th Oct., Ballast—Arnold, Karberg & Co.  
*HELEN*, British ship, 1,664, D. A. Vanhon, 10th Sept., Chefoo 28th Aug., Ballast—Arnold, Karberg & Co.  
*HERZOG JOHANN ALBRECHT*, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.  
*LUCIA*, British ship, 640, Andersen, 2nd Oct., Rajang 6th Sept., Timber—Master.  
*SEA WITCH*, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.  
*STATE OF MAINE*, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine—Standard Oil Co.  
*W. H. CONNER*, American ship, 1,614, Colcord, 26th Sept., Manila 10th Sept., Ballast—Standard Oil Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 26th, 1901.  
*Alacrity*, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easlake, Wei-hai-wei.  
*Allion*, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Amoy.  
*Alerine*, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.  
*Arctura*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Stirling, Hongkong.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.  
*Astrae*, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.  
*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Taku.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 h.p., 16 guns, Lieut. and Comdr. F. M. Leake, Wuhu.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart., Singapore.  
*Britomart*, 1st-class gunboat, 710 tons, 1,300 h.p., 16 guns, Lieut.-Comdr. E. A. Baird, Taku.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. W. C. Pattenham, Wei-hai-wei.  
*Dido*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Tilford, Hongkong.  
*Eclipse*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.  
*Esch*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 h.p., in reserve.  
*Firebrand*, 3rd-class gunboat, 457 tons, 4 guns, 360 h.p., Lt. and Comdr. Pownall, Hongkong.  
*Glory*, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.  
*Hummer*, storeship, 1,660 tons, 800 h.p., Com. H. J. Davison, Hongkong.  
*Isti*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.  
*Janus*, torpedo-boat destroyer, 260 tons, 6 guns, 3,900 h.p., in reserve.  
*Ocean*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., 16 guns, Capt. Arthur J. Renwick, Huihan, Hongkong.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.  
*Otter*, torpedo-boat destroyer, 350 tons, 6 guns, 5,300 h.p., Lieut. and Com. C. P. Mansel, Taku.  
*Pheasant*, sloop, 1,000 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Hongkong.

*Pismy*, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, cruising.  
*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.  
*Plover*, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. O. V. de M. Gouper, Shanghai.  
*Ramirez*, surveying ship, 581 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpole*, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.  
*Rosario*, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Comdr. Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 755 tons, 6 guns, 1,200 h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Wei-hai-wei.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.  
*Wahrlich*, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.  
*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 600 h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.  
*Wierwa*, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandi, Swatow.  
*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossuma, Swatow.  
*Leopard*, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,753 h.p., Capt. V. Bless Ritter v. Sack, Shanghai.  
*Piet Ha*, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
*Zenta*, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tientsin.  
*Alcazar*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.  
*Bobra*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,750 h.p., Captain Dobrovolsky, at Taku.  
*Dimitri Donskoy*, Russian armoured cruiser, 5,500 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikov, at Taku.  
*Gremiatzky*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.  
*Koreyska*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Simann, at Taku.  
*Mandjuri*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,400 h.p., Capt. Yakevich, at Nagasaki.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
*Nayardnik*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarne, at Nagasaki.  
*Olyanyn*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Capitanoff, at Shanghai.  
*Petrovskiy*, Russian battleship, 14,000 tons, Capt. Grevais, at Nagasaki.  
*Poltava*, Russian battleship, 10,600 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demofroff, at Nagasaki.  
*Rozhynskiy*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
*Rurik*, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
*Sevastopol*, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.  
*Silatch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranov, at Nagasaki.  
*Sissol*, Russian battleship, 10,000 tons, 14 guns, 1,500 h.p., Capt. Molias, at Taku.  
*Sivuchik*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
*Swaborg*, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchlonsky, at Port Arthur.  
*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
*Vradnik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.  
*Zabinka*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

## (1st and 2nd class.)

*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Forst*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 15 knots.  
*Jantshik*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Kasatka*, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.  
*Kli*, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.  
*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Navaratsky*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
*Polaris*, Russian torpedo boat, 43 tons, 1 gun, 220 h.p., 16 knots.  
*Sluk*, Russian torpedo boat, 23 tons, 2 guns, 220 h.p., 16 knots.

*Skat*, Russian torpedo boat, 350 tons, Capt. Smirnov, at Shanghai.  
*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 15 knots.  
*Smolensk*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Som*, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
*Steraid*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.  
*Sivuchik*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.  
*Sunguri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

**(SEA GOING.)**  
*Borgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 21 knots.  
*Ussuri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexeieff.  
 \* Flagship of Rear-Admiral F. V. Dubossioff.  
 \* Flagship of Rear-Admiral Reutsoff.

## THE GERMAN SQUADRON.

*Buisard*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.  
 \* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotze, at Taku.  
*Gefion*, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Baker, at Shanghai.  
 \* *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschewsky, at Wosung.  
*Hela*, German despatch vessel, 2,000 tons, 12 Capt. Kampold, at Wosung.  
*Herrick*, German cruiser, 4,000 tons, 30 guns, Capt. von Uedom, at Shanghai.  
*Ilia*, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stamer, at Hongkong.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 4,350 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.  
 \* *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Wosung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Comdr. Diebhardt, at Shanghai.  
*Schwab*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 920 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.  
*Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
 No. 60, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.  
 No. 61, German torpedo-boat, 350 tons, Capt. Lieut. Püllen, at Shanghai.  
 No. 62, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* Flagship of Rear-Admiral Geisler.  
 \* Flagship of Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Alouette*, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
*Amiral Charner*, 2nd-class cruiser, 4,800 tons, Capt. Bache, Saigon.  
*Bengali*, 2nd class despatch boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
*Bugeaud*, 2nd-class cruiser, 4,000 tons, 10 guns, 9,000 h.p., Capt. Defevre, at Shanghai.  
*Chastuloup Laubi*, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Epinay St. Luc, at Foochow.  
*Comet*, gunboat, 600 tons, Capt. Leliel, at Canton.  
*Decade*, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.  
 \* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.  
*Descartes*, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.  
*Eure*, Dispatch-transport, Capt. Vallée, at Saigon.  
*Franch*, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.  
*Kervinart*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
*Pascal*, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.  
*Slyx*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.  
*Surprise*, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Shanghai.  
*Ville d'Alger*, monitor, 944 tons, Captain Bonnessaut, at Hongkong.  
*Viper*, gunboat, 400 tons, Captain G. del Villeneuve, Foochow.  
 \* Flagship of Vice-Admiral Courjolles.

## THE AMERICAN SQUADRON.

*Albany*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. H. H. Arnold, at Hongkong.  
 \* Flagship, U.S. cruiser, 9,215 tons, Comdr. G. M. Thomas, Shanghai.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.  
*Cassine*, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
*Cellis*, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Force, at Manila.  
*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culgoa*, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
*Glacier*, U.S. supply ship, Lieut.-Comdr. A. Merrit, at Manila.  
*Helena*, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. E. Moore, at Manila.  
*Iris*, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
*Isla de Luzon*, U.S. gunboat, 1,330 Comdr. J. V. B. Blecker, at Manila.  
*Kentucky*, U.S. battleship, 14,500 tons, Capt. Chester, at Manila.  
*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.  
*Martella*, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.  
*Menadock*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, en route Canton.  
*Menocacy*, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Biemel, at Taku.  
*Miner*, U.S. double-turret monitor, 4,000 tons, 4 guns, 3,244 h.p., Comdr. G. W. Bignall, Shanghai.  
*Nashville*, U.S. cruiser, Comdr. K. P. Rogers, at Nagasaki.  
*New York*, U.S. cruiser, 4,000 tons, Capt. B. McCollum, at Manila.

*Oregon*, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,171 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.  
*Petrel*, U.S. gunboat, 392 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwall, at Manila.  
*Princeton</*